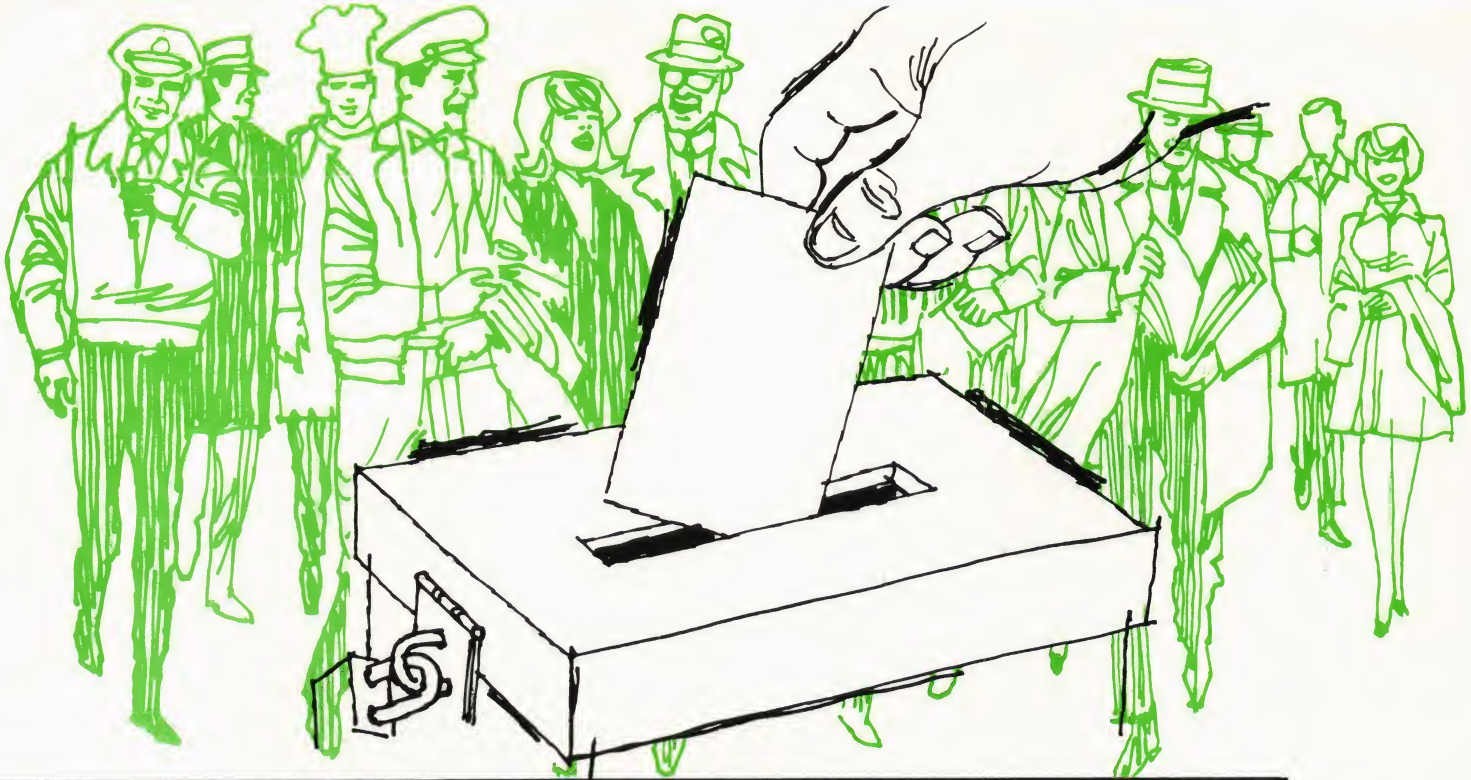




**Local 901
Runs Unique
Puerto Rican Clinic**

See Page 9

Eastern Conference Divisions Meet . . . See Page 5



LABOR'S PLACE IN HISTORY

ABOUT 100 years ago, American workers were given the initial formal recognition that they not only had the inalienable right to vote, but that they could take time off from their work to do so.

Although the recognition was focused in a small area at the beginning, it was a significant one in which the decree of the Tennessee legislation in 1868 read in part:

"... No person shall be allowed to make contracts with workhands or others in their employ, that will, or is intended to, keep them from going to the polls on election days; nor shall they, or any party, have the legal right to claim that any contract has been violated because parties or individuals in their employ left their work or lands to go and vote on election days in their county."

The Tennessee decree, in fact, was the forerunner of time-off-for-voting legislation which had its origin almost a decade later.

In 1887, the Massachusetts assembly passed a law providing that no person entitled to vote in a state or national election was to be employed on election day "in any manufacturing, mechanical or mercantile establishment . . . except such establishment as may lawfully conduct its business on the Lord's day, during the period of two hours after the opening of the polls in the town, ward or precinct in which such person is entitled to vote," provided he applied for such leave of absence.

Time-off-for-voting spread rapidly then to other states. Indiana granted 4 hours' time off to vote in 1889. New York and Ohio, in 1890, acknowledged the special needs of the worker for time off to vote during working hours. New York, in addition, pioneered the concept of not subjecting an employee to a penalty or wage reduction because he exercised his voting privilege. In 1891, some nine states enacted time-off-for-voting legislation to "safeguard the right of suffrage by the working class."

By the close of the 19th century, 19 of the 30 states which now have time-off-for-voting laws had already adopted such statutes. A few others were passed in the early 1900's. In the intervening years, there have been instances in which states repealed the time-off-for-voting legislation but reenacted it later. Only one state which once had such a law, does not have one today—North Carolina.

Although most time-off-for-voting laws have been in effect for approximately 70 years, there have been few cases coming before the courts to challenge them. Not once has the principal of giving time off for the purpose of voting been struck down in a judicial decision. As a matter of record, according to the Labor Department, the issue has never really been questioned seriously.

Other aspects of time-off-for-voting legislation have been attacked, however, such as the granting of pay for such time off. Some courts have nixed time off with pay for voting, others have upheld it. The trend in recent years has been to permit time off with pay only if there is insufficient time outside working hours during which the employee may vote.

Here is the honor role of states in which a worker may exercise his right to vote—in most cases without deduction from his wage—by taking time off for that purpose:

Alabama, Alaska, Arizona, Arkansas, California,
Colorado, Georgia, Hawaii, Illinois, Indiana.
Iowa, Kansas, Kentucky, Maryland, Massachusetts, Minnesota.
Missouri, Nebraska, Nevada, New Mexico, New York, Ohio, Oklahoma, South Dakota.
Tennessee, Texas, Utah, West Virginia, Wisconsin, Wyoming.

National **Labor News Wrapup**



UNDATED—Wages were the key issue as thousands of teachers went on strike across the nation when school opened. The largest core of dissatisfaction appeared to be in Michigan where teachers stayed off the job in 25 school districts.

WASHINGTON, D.C.—The Labor Department said U.S. employment during August showed a modest increase, but the rate of unemployment remained unchanged. Total workers on the job—78.2 million; total jobless—2.9 million. The overall unemployment rate in August was 3.5 per cent.

WASHINGTON, D.C.—Ella Arvilla Merritt, a pioneer researcher in the field of child labor and child labor legislation, died recently at the age of 87. One employer said of her pre-World War I investigating activities: "That little girl was in here and spied around and got what she wanted and was gone before I knew what she was about."

WASHINGTON, D.C.—President Nixon issued an executive order creating the Construction Industry Collective Bargaining Commission in late September. He named Labor Secretary George Shultz as chairman. Goal of the commission is "to facilitate, through the collective-bargaining process, industrial peace and stability in the construction industry," the President said.

UNDATED—David J. McDonald, former head of the United Steelworkers, has authored a book titled, "Union Man."

WASHINGTON, D.C.—Labor Secretary George Shultz issued hiring standards for federal construction projects in Philadelphia. Aimed at giving Negroes and other minorities at least one of each five skilled building trades jobs by 1973, the standards are expected to be issued for other cities also.

PITTSBURGH, PA.—Construction industry spokesmen in Pittsburgh said negotiations with a group seeking more jobs for Negroes were terminated because the group rejected the industry's latest proposal.

NEW YORK CITY—John P. Hiltz, Jr., chairman of the National Railway Labor Conference, urged an acceleration of the trend toward union mergers in the National field. He said the multiplicity of unions representing railroad employees is one of the factors working against a better union-management relationship.

UNDATED—A merger agreement has been approved by the executive board of the American Bakery and Confectionery Workers and the executive board of the Bakery & Confectionery Workers Union. Total combined membership would be 150,000.

ATLANTIC CITY, N.J.—I. W. Abel, president of United Steelworkers, made a pitch for the 4-day work week, declaring that automation will soon threaten the jobs of millions of Americans. He was addressing the AFL-CIO Industrial Union Department.

MIAMI BEACH, FLA.—Laurence H. Silberman, solicitor for the Department of Labor, told the Federal Bar Assn., convention recently that the Nixon Administration's labor policy is one of "detached interest and self-restraint."

DETROIT, MICH.—Paul W. McCracken, chairman of the Council of Economic Advisers, says wage increases will have to be trimmed next year, especially in construction, if a substantial rise in unemployment is to be avoided.

WASHINGTON, D.C.—Acting in accordance with a joint congressional resolution, President Nixon designated the week beginning Oct. 5 as "National Employ the Physically Handicapped Week."

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THE INTERNATIONAL Teamster DEDICATED TO SERVICE

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Volume No. 66, No. 10

October, 1969

Eastern Conference Trade Divisions Meet	5
<i>Discuss organizing, bargaining problems</i>	
Teamster Medical Clinic Unique in Puerto Rico	9
<i>Thousands of members, dependents benefit</i>	
Teamsters Win NLRB Vote at Nation's Biggest Brewery	11
<i>Employees pick IBT over competing union</i>	
40,000 Attend 299 Recreation Center Dedication	14
<i>Fitzsimmons delivers Labor Day address</i>	
Alliance for Labor Action On the Go	19
<i>Organizing, social action at work nationwide</i>	

A SPECIAL REPORT: On Page 22

Once Busy N.Y. Waterfront
Now Only a Mask of
Little-Used Piers



The International Teamster has an average monthly circulation of 1,886,230 and an estimated readership of 5,000,000 (based on average impartial surveys of periodicals). It is the largest labor publication in the world.

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From The



New Yorker Named Fireman of the Year

Calvin Parris, a member of Teamster Local 282 in New York City, recently was named the "Volunteer Fireman of the Year" for the State of New York.

Parris received his honor at the annual convention of the Firemen's Association of the State of New York. The award recognized his heroism in saving the lives of two other volunteer firemen trapped in flames and smoke during a fire in a row of stores.

Parris has been a Teamster 20 years and is employed by the McLain Block and Stone Co., in Long Island.

Husband and Wife Drive in Nebraska

Joe Glover and Mrs. Joe Glover are unique in the Teamsters Union in that both are members of Teamster Local 554 in Omaha, Neb., and both drive dump trucks.

Mrs. Glover, a pert brunette who took time off from her work to have three children, has been driving a dump truck for 16 years. She got her start driving tractors and trucks on a farm as a youngster and has enjoyed wheeling big equipment through the years.

The Glovers currently are hauling sand at the Cooper Nuclear Station near Brownville.

Minneapolis Mother Drives Dump Truck

Mrs. Lorraine Adams, a 34-year-old mother, is the first Minneapolis city dump truck driver in Teamster Local 664.

Mrs. Adams recently passed the civil service test and now drives a tandem dump truck for the city public works equipment division.

The lady Teamster previously drove buses for five years without a chargeable accident.

New Jersey Officer Dies After Illness

William Ciser, secretary-treasurer of Teamster Local 867 in Clifton, N. J., died recently after a brief illness. He was 55 years old.

Ciser had been a member of the union since 1942, serving as secretary-treasurer since 1944. He also was active in DRIVE.

FIELD

Unknown Honest Man Returns Lost Wallet

Joe Murray, a member of Teamster Local 357 in Los Angeles, Calif., was loading a Memphis-bound trailer for Western Gillette and lost his billfold in the process.

The wallet contained Murray's driver's license, credit cards and other hard-to-replace items. Six days later, the wallet was returned intact to Murray, but with no explanation or identification of the honest guy that did it.

Said Murray: "It's sure good to know we still have honest people around . . . I'd like to say 'thanks' to the guy or guys who found my billfold and returned it."

Business Agent Named To Governor's Board

Charles D. Mack, a business representative for Teamster Local 70 in Oakland, Calif., recently was named by California Gov. Reagan to a newly-formed Commission on Educational Reform.

The commission, composed of 18 members, will make a study of the state's public elementary and secondary school system and make recommendations for improvements.

Baltimore Joint Council Starts Own Newspaper

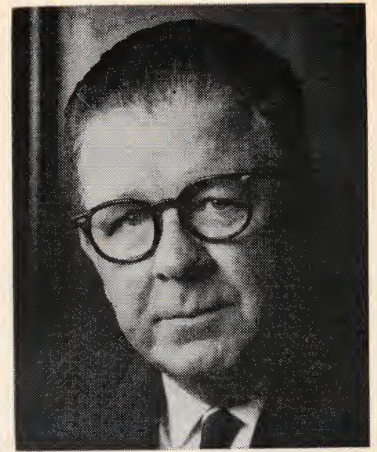
Teamster Joint Council 62 headquartered in Baltimore, Md., has begun publication of *The Maryland Teamster*, tabloid-sized newspaper, on a 9-times-a-year basis. Paul Reynolds, president of the joint council, is the editor.

Jersey Local Leaders Help Finance Window

Teamster leaders in New Jersey were largely responsible for making it possible to install an illuminated 100-year-old Tiffany window of Christ in the building that houses the Mt. Carmel Guild and Hospital for Alcoholics as well as the St. Dismas Treatment Center for Narcotic Addicts in West Patterson, N.J.

Michael Ardis, president of Local 945, and Larry D'Angelis, secretary-treasurer of Local 999, responded to an appeal for help and led in a project to make the financing of the window a county-wide project.

Message of the General Vice President



An Artificial Economy

DURING THE past month, we have seen several developments which do not bode well for collective bargaining. They are developments which will have a direct effect upon collective bargaining in months to come.

One development was the announcement by President Nixon that construction of federal projects will be cut 75 per cent as an attempt to fight inflation, and as the President announced, to spur the construction of housing for the nation.

Another was the announcement by Secretary of Labor George Shultz that the Labor Department will implement the so-called "Philadelphia Plan" for increasing job opportunities on federal and private building jobs for workers from minority groups.

And, third, the development was the executive order by President Nixon which set up a panel of public, union and management members to oversee collective bargaining in the construction trades.

Of course, the first two developments are inter-related. At a time when the entire nation is concerned about job opportunities for minority workers, and for all workers at the bottom of the economic ladder, it seems rather incongruous to cut construction jobs for all workers.

A so-called "Philadelphia Plan" to provide work opportunity for minority workers would be difficult enough if construction on federal projects had been kept at their present levels. Yet, President Nixon not only cut federal projects, but also urged states to do likewise.

The panel named to oversee collective bargaining in the construction trades came as no surprise. Down through the years, we have heard administration after administration plead for human restraint in collective bargaining in times of inflation. We can remember few times when this restraint worked.

The problem is simply that contractors filling defense needs work on a cost-plus basis, and few are worried about realistic collective bargaining when

their profit is insured by the government, no matter what their labor costs might be.

On the other hand, workers employed by industries which must compete with one another for profits are up against the realities of the business world when they go to the bargaining table, as most Teamsters are.

This situation will continue to exist until such time as the war in Vietnam comes to a close. It is a simple lesson in economics that we cannot continue to produce for war, and not produce any wealth in terms of products and supplies for the domestic front, and expect anything but run-a-way inflation.

We in the Teamsters have always tailored our collective bargaining not only to the needs of the membership, but also to the needs of the total community. However, the facts of life are that the industries for which our members work are industries which pay wages out of profits made in competition, and our membership must purchase the necessities of life in an ever-rising price spiral in the market place.

These problems will persist until the war is ended. There is really no hope for a "Philadelphia Plan" or a panel to oversee collective bargaining in construction as long as the war continues.

The hopes and desires of all Americans—not only in collective bargaining, but in all aspects of life—hinge on the end of the Vietnam war. Any steps to slow inflation are only stop-gap measures which breed artificiality into an economy already overburdened with waging war instead of caring for our many, many, domestic needs.

A stylized, handwritten signature in dark ink, reading "Frank E. Hoffmann".

STATE OF THE UNION

In Puerto Rico

Eastern Conference Trade Divisions Discuss Organizing-Bargaining Problems

CURRENT collective bargaining problems amid changing times were considered in detail by delegates to the Eastern Conference of Teamsters trade division meetings held in San Juan, Puerto Rico, Sept. 15-19.

Some 500 delegates were on hand from 273 local unions affiliated with the Conference. The in-depth meetings, division by division, tackled the core of organizing and contract problems affecting some 600,000 Teamsters in the Eastern United States and Canada.

General Vice President Frank E. Fitzsimmons addressed the general session chaired by International Vice President Joseph Trerotola, director of the Eastern Conference. General Secretary-Treasurer Thomas E. Flynn, former head of the Conference, delivered a major address. International

Vice Presidents at the meeting included Harry A. Tevis of Pittsburgh and William J. McCarthy of Boston.

In his address, Fitzsimmons described the Eastern Conference as an organization "truly on the go."

He said: "Certainly the Eastern Conference of Teamsters meets the test of organizing its jurisdiction and of providing the members it organizes with excellent service."

Fitzsimmons paid tribute to the Conference and to the directors of those divisions and their staffs, saying: "You are to be congratulated for your service to the membership you represent, for your dedication to organize the unorganized, and for the strength that you lend to the International Union."

The General Vice President lauded the work of General Secretary-Treasurer

Flynn under whose direction the Conference was formed and grew to its present size. He added that he is confident that Vice President Trerotola, newly-named to head the Conference, would carry on "in the same fine manner."

Fitzsimmons discussed briefly the initial organizing campaign of the Alliance for Labor Action, now underway in Atlanta, Ga.; the Teamster Labor Institute soon to go into operation as an education aid for full-time local union officers and paid representatives, and finally, preparatory work for negotiations on a renewal of the National Master Freight Agreement which expires next March 31st.

Proposed revisions in driver qualifications, however, were considered at length by Fitzsimmons because, as he

put it, "some of the proposed changes will curl your hair."

While not relating each of the proposed changes as published in the September issue of *The International Teamster*, Fitzsimmons did concentrate on some of the more inequitable ideas now under consideration by the Federal Highway Commission.

No Safeguards

Driver disqualification for three moving violations drew the General Vice President's fire. He said: "This disqualification is absolute and automatic and makes no consideration as to whether the violations were minor or gross infractions." Also, he noted, there were no procedural safeguards to determine whether a professional driver is deprived of his livelihood or not.

Fitzsimmons noted that the International Brotherhood of Teamsters, perhaps more than any other single organization, is interested in highway safety "simply because that is where nearly a third of our 2,000,000 members work—and the record supports our contention that we work at highway safety 365 days a year."

He urged every delegate to read the revision of the Motor Carrier Safety code for commercial motor vehicle operators as proposed by the Department of Transportation, and to write letters of protest to the Federal Highway Commission regarding the points to which they object.

Fitzsimmons took a moment during his general session address to compliment Teamster Local 901 of San Juan for its success since being chartered in 1957. He asked Luis Pagan, Local 901's secretary-treasurer, and his staff to "stand up and take a bow and the thanks of the International Union for your efforts."

Economic Slavery

The previous day, Fitzsimmons and other International Union officers visited Local 901's "Hoffa Medical Center" founded by the late Frank Chavez as a local union project to serve the membership. (See separate story in this issue.)

Fitzsimmons termed Local 901's brief 12-year history as a "typical story of trade union growth" in an area where people worked in economic slavery—"not for the benefit of the Puerto Rican people but for the benefit of the industrial companies." He added: "Local 901 has our entire support for its program."

General Secretary-Treasurer Flynn,



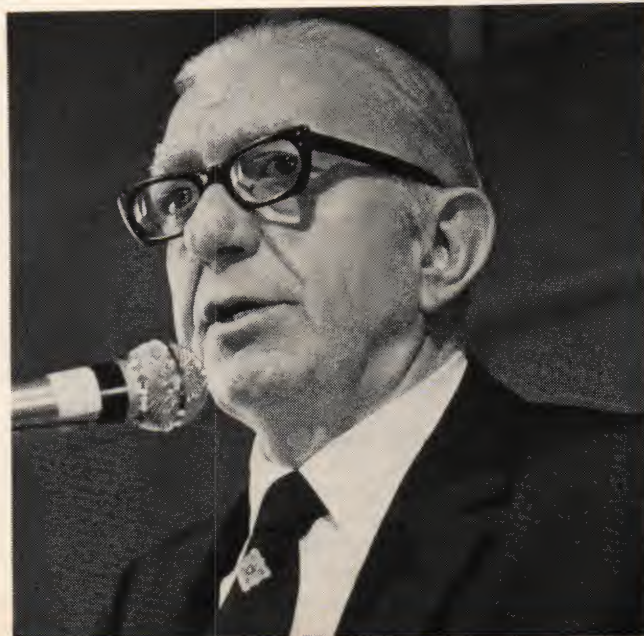
General Vice President Frank E. Fitzsimmons addressed the ECT trade divisions general session. He complimented the Conference, describing it as "truly on the go."

in his address, pointed proudly to the growth of the Eastern Conference from its 352,000 members in 1953 to today's total of 600,000. He headed the Conference from the time of its founding until recently when he was named to fill the unexpired term of the late John F. English.

Chairman Trerotola, in response to the talks by Fitzsimmons and Flynn, pledged the support of the ECT behind all International Union programs.

Delegates attended the following trade division sessions: Over-the-road and local cartage; automotive and petroleum; dairy employees; cannery, frozen food and food processing; public service employees; laundry and dry

General Secretary-Treasurer Thomas E. Flynn, former head of the ECT, felt right at home as he related the growth of the Conference in a general session speech.





IBT Vice President Joseph Trerotola, director of the Eastern Conference, was everywhere at once during the trade division meeting. He chaired the general session.



Robert Flynn (right), executive assistant to ECT Director Trerotola, and William Neidig Eastern Conference representative, sat in on the Office Employees Division session.

cleaning; miscellaneous; warehouse, produce, dry and cold storage; chauffeurs, taxi and funeral car drivers; airline; moving and storage; industrial

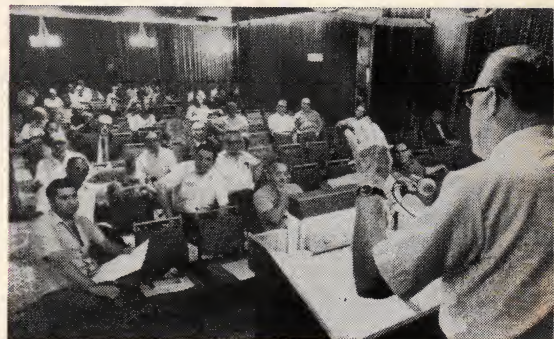
employees; brewery, soft drink, liquor and winery employees; building and construction; office employees; steel haulers, and bakery.



IBT Vice Presidents William McCarthy (left) and Harry A. Tevis were attentive listeners as they sat in on several of the trade division meetings at the Puerto Rico gathering.



Organizing potentials were discussed by delegates to the Cannery, Frozen Food and Food Processing Division meeting.



ECT Representative Joe Cotter spoke to local union officers gathered to discuss problems confronting the Automotive Division.



Teamster Local 903 of Montreal, represented by Gerard Forget, president, gave an oil-tinted photo to a beaming Vice President Trerotola, director of the Eastern Conference.



The Laundry and Dry Cleaning Division, while small in number, had its share of problems to consider in depth.



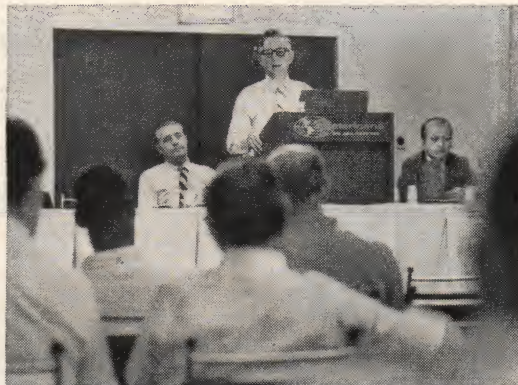
A growing division, Public Service Employees, considered problems unique to that area of employment and union activity.



The Dairy Employees Division was one of the best-attended sessions. Separate meetings were held on special problems.



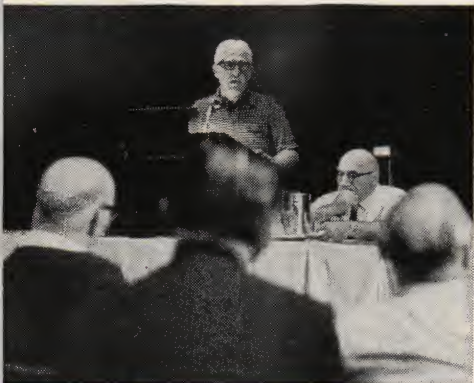
The Miscellaneous Division meeting attracted many delegates whose local unions are increasing in jurisdictional scope.



The Airline Division delegates listened to a rundown of recent events from IBT Airline Division Director Henry Breen.



An industry concerned with transporting properties of mobile Americans, Moving and Storage, interested this division.



The Chauffeurs, Taxi and Funeral Drivers Division meeting was marked by lively discussions at the ECT confab.



The Industrial Employees Division, one of the largest in the Eastern Conference, attracted these Local 210 representatives.



Tony Capone (right), Eastern Conference representative, and IBT construction head Thomas Owens greet delegates.

Problems in the Bakery Division received detailed treatment from this group of delegates interested in the future.

Steelhaulers Division delegates had some tough knots to try and unravel during their Eastern Conference trade meeting.

Over-the-Road and Local Cartage Division delegates, greatest in number, held their session in the largest room available.



Unique in Puerto Rico

Teamster Medical Clinic Benefits Thousands of Members, Dependents

IMAGINE a medical clinic operated free for the membership by a Teamster local union in an area where the need for such service is great—and that's what exists in San Juan, Puerto Rico.

Some 600 members and dependents of Teamster Local 901 take advantage of the union's program daily at the Hoffa Medical Clinic named by its founder, Local 901's late secretary-treasurer Frank Chavez, in honor of General President James R. Hoffa.

Staffed by 10 full-time doctors and with consultation service available from 24 additional doctors, the clinic

staff includes 15 nurses, two laboratory technicians, two X-ray operators, two pharmacists, two dental technicians and a clerical staff. Optical examinations are given and glasses provided, prescription drugs are free, and if needed, surgery and hospitalization are free also.

These and many other facts about the Hoffa Medical Clinic were learned by General Vice President Frank E. Fitzsimmons, General Secretary-Treasurer Thomas E. Flynn, Eastern Conference director and Vice President Joseph Trerotola, and Vice Presidents Harry Tevis and William McCarthy

when they visited Local 901 recently at the invitation of Luis Pagan, secretary-treasurer of the San Juan local.

The officers, in Puerto Rico to attend the Eastern Conference of Teamsters trade division meeting, became acquainted with clinic staff members and visited briefly with many Local 901 members and their dependents awaiting treatment.

Fitzsimmons said the next day in an address to the Eastern Conference general session that Local 901's program was one of the finest he had ever seen. He urged the delegates to take the time to see for themselves



A Teamster wife and her small son check in at the Hoffa Medical Clinic in San Juan, P.R., where some 600 members of Local 901 and their dependents come for treatment daily.

The clinic is staffed with 10 full-time doctors, 15 nurses; technicians complement the medical staff.



Blood testing was viewed in the Hoffa Medical Clinic laboratory by General Vice President Fitzsimmons and other IBT officers hosted by Luis Pagan (second from left), Local 901 secretary-treasurer.

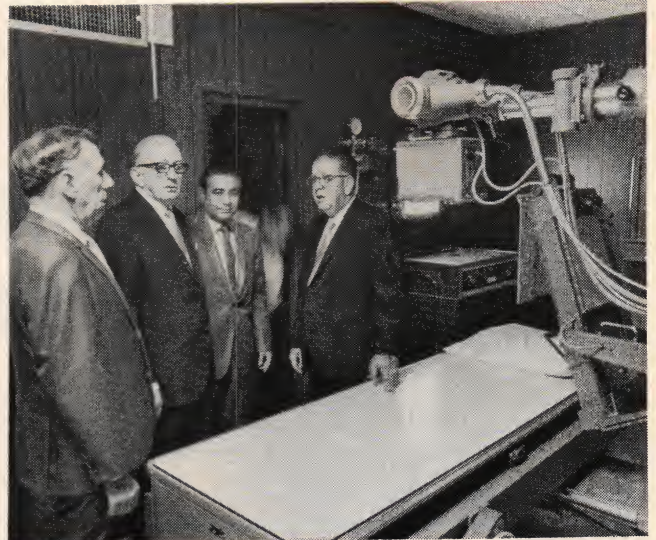
what accomplishment the San Juan local had made for the members.

The Hoffa Medical Clinic was begun on a modest basis in 1963 and now has grown to a 24-hour everyday operation. The local union pays the full amount of hospitalization. In the out-lying areas of Puerto Rico where it is difficult for members or their dependents to get into San Juan—from Arecibo, Mayaguez, Ponce,

Fajardo, and so on—the local union picks up the tab for any medical charges incurred in those areas.

Local 901 had only about 160 members when it was chartered in July, 1957. Under the leadership of Chavez, it grew to nearly 4,000 members. Under Pagan's guidance, Local 901 has nearly reached the mark of 10,000 members.

Reading the X-ray negatives with General Vice President Fitzsimmons are (left to right): Vice Presidents McCarthy and Tevis, General Secretary-Treasurer Flynn, Local 901 Secretary-Treasurer Pagan and (far right) Eastern Conference Director Joseph Trerotola.

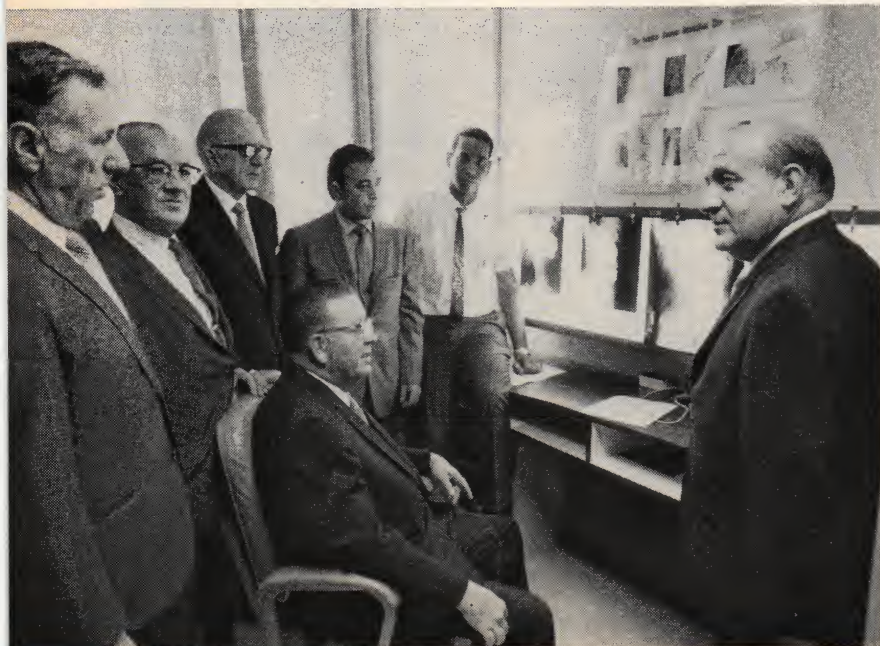


Luis Pagan (second from right), secretary-treasurer of Local 901, was a proud host to the officers of the International general executive board as they toured the X-ray facilities of the clinic.

Families are larger in Puerto Rico and it is estimated that the Hoffa Medical Clinic provides service for a minimum of 60,000 members and dependents, a fact which accounts for the high utilization of the program.

The Teamster clinic is the only one of its kind in Puerto Rico and, by its very existence, has made a large contribution to the continuing organizing success of the San Juan local union.

Checking out the pharmaceutical supplies are General Secretary-Treasurer Flynn, General Vice President Fitzsimmons, and IBT Vice Presidents McCarthy and Tevis.



Schlitz Victory

Teamsters Win NLRB Election At Nation's Largest Brewery

Employees at the Jos. Schlitz brewery in Winston-Salem, N.C., voted 114 to 72 for representation by Teamster Local 391 of Greensboro, N.C., in an election conducted by the National Labor Relations Board Sept. 19.

The huge, highly automated plant is the largest single brewery ever constructed in the United States.

With all operations under one roof, the Schlitz plant will employ between 500 and 600 workers when at full production. An output of 4,400,000 barrels of beer annually is projected, with more than 20,000 railroad cars leaving the plant each year for destinations in surrounding states.

The Teamster victory followed an intensive 4-month organizing campaign marked by bitter rivalry between the Teamsters and the AFL-CIO Brewery Workers Union in a right-to-work state where "no union" is the most frequently marked square on the ballots in union representation elections.

To the surprise of the area's employers and the community at large—all of whom had watched the campaign with great interest—not a single vote was cast for "no union" on the ballots.

The successful organizing drive was a team affair. Local 391, the Eastern Conference of Teamsters and the National Conference of Brewery Workers joined forces against a large staff of experienced organizers thrown in by the AFL-CIO Industrial Union Department.

Day-to-day leadership in the campaign was provided by Timothy Griffin, ECT organizer, Dewey Sherrill, recording secretary of Local 391, and Charlie Klare, National Brewery Conference organizer.

They were aided in the final stretch by organizers from Teamster Locals 3 and 46 in New York City, 388 in Tampa, Fla., 745 in Dallas, Tex., and 830 in Philadelphia, Pa., plus the entire staff of Local 391.

International Vice President Ray Schoessling of Chicago, Ill., and John Hoh of New York, secretary-treasurer and director respectively of the National Brewery Conference, were elated by the win and extended congratulations to the organizers that contributed their skill to gaining the victory.

Schoessling and Hoh noted that the Schlitz win maintains a Teamster record of gaining representation at every

new plant constructed by Schlitz, the nation's second largest brewing firm, since the 1950's.

With the addition of the Winston-Salem plant to its string of production locations, Schlitz now operates 10 breweries, including one each in Hawaii and Puerto Rico. Eight of the plants are under Teamster contract.

Already in partial production, the Winston-Salem plant is located on a hilltop. Under construction next to it is a can factory to be operated by the Continental Can Co.

Schlitz total annual production in all its plants is now around the 23,000,000 barrel mark annually—or slightly more than 700,000,000 gallons of beer a year.

The company is presently constructing a twin of the Winston-Salem brewery at Memphis, Tenn. When that plant is completed, Schlitz will be nearing production of a billion gallons of beer every 12 months.

The Schlitz win also was applauded by International Vice President Joseph Trerotola, director of the Eastern Conference of Teamsters, and Frank Seban, executive director of the National Brewery Conference.

Trerotola commented: "This kind of victory in an area known as the haven for non-union, runaway plants should serve as a real spur to further organization."

Seban noted that five more automated breweries are now under construction in the nation, and that the teamwork displayed at Winston-Salem "will guarantee that they will wind up in the Teamster ranks."

Some of the organizers who helped win a Teamster victory at the new Schlitz brewery in Winston-Salem, N.C. (left to right): Front row—Dale Clark of Local 745, C. A. Hall and Dewey Sherrill of Local 391; Back row—Bill Sparks of Local 391, Tony Lize of Local 745, Lonnie Cathie of Local 391, and Eastern Conference organizers Tim Griffin and Roy Alton.



Happy organizers and the Schlitz employees' organizing committee celebrate the 114-72 Teamster victory over the AFL-CIO Brewery Workers following announcement of the election result at the Schlitz plant, largest single brewery ever built and covering 36 acres of land. The highly automated plant will produce more than 135,000,000 gallons of beer a year.



Mohn Represents IBT at Cousins Retirement

Vice President Einar O. Mohn recently represented the International Union, at the direction of Teamster General Vice President Frank E. Fitzsimmons, at a retirement dinner in London for Frank Cousins.

Cousins is the retiring general secretary of the British Transport and General Workers Union.

Mohn is director of the Western Conference of Teamsters.

On behalf of the Teamsters, Mohn presented Cousins with an inscribed plaque commemorating his years of dedication and conscientious work in the labor movement.

While in the U.S. a couple of years ago, Cousins was a visitor at Teamster International Union headquarters in Washington, D. C., and spent the greater part of a day visiting Western Conference headquarters in Burlingame, California.

● Ohio Victory

Truck drivers and warehousemen employed by Alsco, Inc., an aluminum products company in Dayton, Ohio, voted for representation by Teamster Local 957 of Dayton in a recent National Labor Relations Board election, according to Gary L. Legg, Local 957 business representative.

72 Retirees Honored by Indiana Local

Seventy-two members of Teamster Local 364 in South Bend, Ind., who have retired during the past year were honored at a party sponsored by the local union.

Norman C. Murrin, Local 364 president, presided at the session at which the retirees were given gifts.

Among those present was 83-year-old Dan Mahoney, oldest retired member of the union, who first joined the Teamsters in 1902 as a driver of a horse-drawn rig for a wholesale grocery firm.

Local 364 was formed under the leadership of General Secretary-Treasurer Thomas E. Flynn, then a midwest organizer.

Shave or Else!

Cincinnati Local Wins Backpay For Member's Sideburn Rights



Dennis Jasper (right), a member of Teamster Local 100, happily receives a check for 34 weeks' backpay from Earl Quigley, business representative for the Cincinnati-based union. Jasper was fired from his United Parcel job for his refusal to shave off his sideburns. An arbitrator ruled in Jasper's favor and the 24-year-old Teamster returned to work with his sideburns intact.

One day about a year ago, Dennis Jasper, a member of Teamster Local 100 in Cincinnati, Ohio, was on his job as a driver for United Parcel Service when his boss told him to get rid of his sideburns by the next Monday.

Jasper, 24 years old, had been cultivating his inch-and-a-half-wide cheek ticklers more than a year. He decided not to shave his sideburns, as told, because he liked them. But he liked his job, too, and showed up for work the next Monday.

Five minutes later Jasper was on the street. He immediately filed a grievance against the employer's action in the belief that he had been mistreated.

United Parcel rules require that the men be neat and clean shaven. But some of the men, Jasper noted, had mustaches. "If my sideburns curled or something that would be another matter," he said. "I think they look pretty good—not straggly."

When it was clear that Jasper's grievance could not be settled to everyone's satisfaction, Ben D. Col-

lamer, Local 100 secretary-treasurer, took the matter to arbitration as permitted in the agreement.

After getting all the facts, the arbitrator studied the matter for 34 weeks and finally handed down his decision: Jasper should be reinstated to his job and made whole for all fringe benefits lost during the suspension period—in addition to 34 weeks' backpay.

Jasper went back on the job with his sideburns.

There was a curious coincidence of history connected with the case. Ambrose E. Burnside, the Civil War general whose bushy cheek adornment inspired the name of sideburn for a particular type of facial brush along the front of the ear, once was headquartered in Cincinnati as commanding general of the Department of Ohio.

Unlike Teamster Jasper who emerged successful in his sideburn struggle, General Burnside was censured by a military court of inquiry for heavy losses sustained by his troops while commanding the Army of the Potomac.

A Threat to Our Nation

(Editor's Note: The following is a reprint from the pages of the Detroit Free Press.)

Citizens of the United States have been aware for years that Big Brother was snooping, in most cases illegally. But we naively thought the bugging done by the FBI at least had the purpose of trying to catch a crook.

Now it turns out that the FBI has been eavesdropping on practically the whole nation. Your name, no matter in what connection it came up, might well be on an index card in the FBI's June File.

How the June File got its name no one seems to know, and its existence was not even known until an official reluctantly admitted it under oath in Chattanooga. Charles Bolz, FBI chief of records and accounting, testified in federal court that the agency makes and keeps a file on anyone whose voice is overheard while the FBI is illegally bugging a conversation.

June File

No matter how innocent the connection or even if it happens in what the FBI seems to consider one of its more routine bugging efforts, the name goes in the June File. Only if the bugging is legal, which means that one party has permitted it or it involves the highest degree of national security with proper safeguards, is the name not recorded.

On the Teamsters alone, Bolz said, the FBI has transcripts of tapes of 1,317 conversations, every one of them obtained illegally. Some were not made by tapping telephones, either, but by wiring rooms and automobiles.

For all those of us outside the illegal conspiracy know, this may only be the tip of the iceberg. Not until Tuesday did the nation know there was a June File in existence.

Now think hard: Have you ever said anything over lunch that you'd rather the FBI didn't know?

The impact of all this is enormous, aside from the information the agency gets.

4th Amendment

Most important, it shows that J. Edgar Hoover runs his own government, ignoring with fine impartiality the restrictions put on him by the Constitution and by Congress. It shows that the FBI has little or no regard for the Fourth Amendment, though the agency is among those charged with enforcing the law.

And it shows the impossibility of writing an enforceable wiretapping law, which Congress tried two years ago. If the FBI won't obey the dictates of the Omnibus Crime Act, can anyone be expected to?

The only cure, it seems to us is a thorough shakeup of the FBI, which is long overdue anyway. As a first step President Nixon might get on his possibly tapped telephone and tell Mr. Hoover to pick up his severance pay on the way out.

What else does the FBI do? We know, for example, its bad habit of casually smearing people as communists or sexual deviates by releasing "unevaluated" reports to congressional committees.

Does it also have a record of anyone who drinks two martinis before lunch? How do you or anyone else know, for that matter, that it isn't bugging all the olives in your favorite eatery, just because some suspected bad guy also lunches at the same place occasionally?

Taking It Easy



This retired Teamster is taking it easy and enjoying it. He is Walter Horton who retired after 20 years work as a member of Teamster Local 215 in Evansville, Ind. In a letter to President Hoffa and GVP Fitzsimmons, Horton said he and his wife appreciated the pension which gives them feelings of "pride and security." He added his appreciation to all who made the benefits possible.

Local 390 Still Pursues Alterman

Alterman Transport Lines, Inc., has filed an election complaint with the National Labor Relations Board following a September representation ballot won by Teamster Local 390 of Miami, Fla.

Howard Lasater, president of Local 390, said 145 drivers, dockmen, checkers, clerks and regular part-time workers were eligible to vote.

Local 390 received 61 votes and the company got 23. The union challenged 17 ballots; Alterman and the NLRB challenged 13 votes.

A Maneuver

Alterman's complaint about the conduct of the election was considered typical of the maneuvers exercised by the majority of companies in the Southland when they are organized.

Drivers and dockmen went on strike at the Alterman barn a year ago after Local 390 had petitioned for an election. Teamster Locals 79 of Tampa and 385 of Orlando joined in the petition. The ballot was ordered after lengthy hearings conducted by the regional NLRB office.

Lasater said Local 390, in response to the company's election complaint, would continue the fight to seek to represent Alterman's employees.

Labor Day Event

40,000 Jam Recreation Center In Detroit Local 299 Outing

Teamster Local 299's fledgling recreation center, still in the development stage, got its first real workout last Labor Day when 40,000 members and their dependents jammed the center located at Saline Valley Farms 40 miles north of Detroit, Mich.

Officially called a Labor Day "Mardi Gras," the 3-day event offered fun and festivities for all and netted nearly \$15,000 to help in purchasing recreation equipment for the facility.

Teamsters Union General Vice President Frank E. Fitzsimmons donned his hat as vice president of Local 299 and delivered a brief Labor Day message on the theme that while it was good to remember labor's struggles, "we do not glory in the past, but make our plans for today and for tomorrow."

Fitzsimmons expressed regret that General President James R. Hoffa, president of Local 299, could not be present for the occasion. He said:

"Jimmy Hoffa could have given in to the corporate structure. He could have given a little here and there, and he would be a free man today. But he stood up for the working men and women, and fought back against those who would return us to the in-

dustrial slavery which existed in this country before the Teamsters and the rest of organized labor became strong . . . We all look forward to the day when Hoffa is back in the front lines leading organized labor down the road to justice and equality for all."

Rolland McMaster, administrative assistant to Fitzsimmons at the Detroit local union, mapped out a program that figuratively ran the gamut of the 637-acre farm tract purchased by the 19,000-member union.

For one thing, some 25,000 hot dogs, 10,000 hamburgers and several loads of beer and soda pop were consumed by the Teamster families during the course of the festivities.

Two of the greatest attention getters were the beauty pageant and the pie-eating contest. There were motorcycle races, sky divers, a "parachute jump" for the kiddies, a merry-go-round, a circus wagon, an amphibious tank, a dance contest, a baseball game, and a drawing in which a passenger car was given to a lucky member, kept the action moving.

Finally, special prizes were presented to Local 299 stewards who worked so hard to make the Mardi Gras a success.

Officer Honored

Arthur D. Malone retired recently as secretary-treasurer of Teamster Local 58 in Longview, Wash., to end a career of close to 30 years' service in the local union. His long-time friends and union brothers treated him to a retirement dinner and a gift. Shown at the affair (left to right clockwise) are: Eugene Ehrmantraut, recording secretary; George Pidgeon, trustee; Wyman Middaugh, trustee; Laythell J. Balles, new secretary-treasurer; Virginia Pedersen, office secretary; Malone; Floyd McCullough, trustee, and Francis J. H. O'Connor, president, all of Local 58. Malone also was presented with a plaque.



Scholarship Applications Due Nov. 30th

The James R. Hoffa Scholarship Fund provides eight scholarships, two per Area Conference, to the sons and daughters of Teamster members, for use in pursuing an undergraduate degree at an accredited college or university of the recipient's choice. Each scholarship is for a period of four years at the rate of \$1,500 per year, totaling \$6,000 per student. Recipients are selected on the basis of scholastic achievement, personal qualifications and financial need, by a committee of people experienced in the field of higher education.

Applicants to the current program must be graduating from high school during the 1969-1970 academic year. They must also be the son or daughter of a Teamster member who has not been suspended from membership in his Local Union for at least 12 consecutive months prior to November 30, 1969. Sons and daughters of retired and deceased members are also eligible to apply provided that the surviving spouse has not remarried.

Individuals who have a Teamster member as a legal guardian may apply; however, legal proof of financial dependency must be sworn to on the application. Sons and daughters of members who have deposited withdrawal cards within the 12 months preceding November 30, 1969 are eligible if the member was not suspended from membership for the twelve months prior to his withdrawal as well as during the period since his return.

High school students who are affiliated with the Union, but whose parents are not, are ineligible to apply. Dependents of International and subordinate organization officers and employees are not eligible to apply. Also, the sons and daughters of members who are on withdrawal but who have not retired, are ineligible.

Additional information may be obtained directly from the

**JAMES R. HOFFA
SCHOLARSHIP FUND**

25 Louisiana Avenue
Washington, D.C. 20001

APPLICATION

JAMES R. HOFFA SCHOLARSHIP FUND

**INTERNATIONAL BROTHERHOOD OF TEAMSTERS, CHAUFFEURS,
WAREHOUSEMEN AND HELPERS OF AMERICA**

In order that you may fulfill the requirements and meet the deadlines of this program, your application should reach the Scholarship Fund not later than **NOVEMBER 30, 1969**. Failure to comply with this regulation may result in your disqualification.

A. APPLICANT

1. Name

LAST

[illegible]

FIRST

MIDDLE INITIAL

2. Address

STREET

[illegible]

CITY & STATE

--	--	--	--	--

ZIP CODE

3. Date of Birth _____
month day year

4. Sex. M_____ F _____

5. Social Security number: - -

If you do not have a Social Security number, check here.

B. SCHOOLING

6. Name and address of high school which you are attending:

Name _____

Address _____

7. Expected date of High School graduation _____ 1970.
month day

- ## 8. Early Admission Students

____ Check here if you are entering college in 1970 *without* completing high school. All early admission students are required to attach the following to this application:

1. A letter (may be a photostatic copy) from a college or university showing that you are under consideration as early admissions student.
2. A letter from your high school principal attesting to your ability to carry college work without completing high school.

9. Canadian Students: In 1970 I will complete (check) one

☐ Junior Matriculation

☐ Senior Matriculation

Note: Do not apply in your 12th year if you plan to take Senior Matriculation. You may apply for a James R. Hoffa Scholarship only once.

C. PARENTS

10. A. _____
Teamster parent's full name

Relationship (Father, mother, step-parent, guardian, etc.)

(Note: If Teamster member is a step-parent, guardian, etc. Item 13 MUST also be completed.)

B. _____
Other parent's name

Relationship (Father, mother, step-parent, guardian, etc.)

11. ☐ Check if Teamster parent listed in Item 10-A is deceased. If so, has your surviving parent remarried? _____

12. _____
Address of Teamster member if different from applicant's.

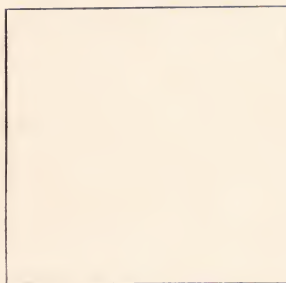
13. This section is to be completed by the person listed in Item 10-A only if he or she is NOT the natural parent of the applicant. Natural mothers and fathers should NOT fill in this section.

Relationship to applicant _____
(Step-father, legal guardian, etc.)

I hereby certify that I provide in excess of 50% of the financial support of the applicant and that the applicant is my dependent for Federal income tax purposes.

(Signed—Teamster member)

Subscribed and sworn to before me this _____ day of _____, 1969 in the City
(County) of _____ in the State of _____.



Seal

(Notary Public)

My commission expires _____

14. Signed _____ Date _____
Teamster member

Signed _____ Date _____
Applicant

Upon completion of Items 1-14, forward this application to the Secretary-Treasurer of your parent's Local Union. The Secretary-Treasurer will send the application directly to the James R. Hoffa Scholarship Fund, which will acknowledge its receipt and advise you of additional requirements.

SECRETARY-TREASURER TO COMPLETE ITEMS 15-19.

15. Local Union Number _____

16. Conference Affiliation (check one):

_____ Central

_____ Eastern

_____ Southern

_____ Western

17. I hereby certify that the member named in Item 10-A, Ledger Number _____, is not and has not been an officer or employee of this Local Union and has not been suspended from membership (check one):

a. _____ for at least twelve consecutive months prior to November 30, 1969.

b. _____ for at least twelve consecutive months prior to his retirement.

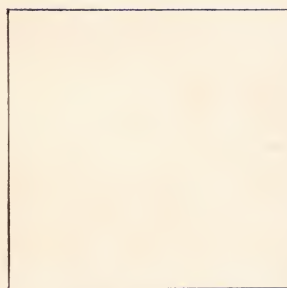
c. _____ for at least twelve consecutive months prior to his death.

d. _____ since _____ after depositing his withdrawal card which was taken on
date, less than twelve months

_____, and that during the twelve consecutive months prior to his withdrawal
date
he was not an officer or employee of this Local Union and was not suspended from membership.

e. _____ Since _____ after his transfer from Local Union _____. Forward this
date, less than twelve months number
application to the specified Local for completion of Item 20, 21, 22.

18.



Local Union Seal

19. Signature of Secretary-Treasurer:

_____ date

20. If Item 17-e above is checked, this section is to be completed by the Secretary-Treasurer of the specified Local Union.

I hereby certify that the member named in Item 10-A, Ledger Number _____, was not an officer or employee of this Local Union and was not suspended from membership for _____ consecutive months prior to his transfer on _____.

21.



Local Union Seal

22. Signature of Secretary-Treasurer:

_____ date

* * * * *

**FORWARD THIS APPLICATION DIRECTLY TO THE
JAMES R. HOFFA SCHOLARSHIP FUND
25 Louisiana Avenue, N.W.
Washington, D.C. 20001**

TO BE SUBMITTED NO LATER THAN NOVEMBER 30, 1969



Across the Nation

Alliance for Labor Action On the Go From Southland to the West Coast

Deep in the Heart of Dixie in Atlanta, in the Windy City of Chicago, and West of the Golden Gate of California, the Alliance for Labor Action is on the go, seeking ways and means of improving the bargaining position of workers, encouraging local forces within the labor community to come to grips with social ills, and generating within the union membership a sense of involvement in his government and a desire to participate in its politics.

In the southern hub of commerce, Atlanta, local union officials and shop stewards representing the Teamsters, UAW and Chemical Workers are well under way on their project of assisting unorganized employee groups in developing community unions. Initial emphasis is being given to industrial employees in the mushrooming industrial parks around the city, and later the campaign will be extended to other population centers of Georgia.

In Springfield, Ill., Teamster Local 916, concerned with the urgency of problems in its area, met and laid the groundwork for combining its energies to effect stronger and more effective programs to combat political apathy and lethargy.

On the West Coast, 60 officials of participating unions met at Monterey, California, and selected prime locales for their pilot projects for future expansion of the ALA Community and Social Action Division.

Keynoting their efforts in the fields of employment opportunity, housing, health-care and political involvement projects, the assembly selected East Los Angeles, Watts, and the San Francisco East Bay for their immediate campaign to improve the standard of living of workers. Future effort of the ALA affiliates will focus on Seattle, Washington.

Teamster Western Conference Director Einar O. Mohn briefed the representatives at the Monterey meeting. "Our job," Mohn told them, "is to coordinate and strengthen programs in areas of need. We intend to use

any and all existing organizations, including civic, religious and other established groups, as well as political subdivisions to accomplish our aims. We will serve as a catalyst to bring all organizations into focus on existing problems and get them resolved."

Wiley Branton, Director of ALA Community and Social Action Division urged aid and guidance for local community organizations and groups, but cautioned that programs for the betterment of the underprivileged and impoverished be tailored by the groups themselves to suit their own needs, while ALA "guidance will stimulate them to act for their own benefit."

Irving Bluestone, administrative assistant to UAW President Walter Reuther, evaluated the merit of the

political education aspects of ALA, and the need for political voice for the people who are voiceless in the affairs of their government.

"If we mobilize that strength," he told the delegates, "and utilize it effectively the ultimate result will be the unleashing of a political power that will have tremendous impact on government at all levels," Bluestone said.

● Plastics Win

A majority of workers employed by T. D. Shea Mfg., Inc., of Pontiac, Mich., a manufacturer of plastic auto parts, voted for representation by Teamster Local 614 in a recent National Labor Relations Board election, according to Gerald Simmons, secretary-treasurer of the local union.

ALA in Illinois



Officers of Local Union 916 recently met with their counterparts of United Auto Workers Locals 1027 and 1585 to set the stage for joint community participation in the Alliance for Labor Action in Springfield, Ill. Shown reviewing plans for projected programs are (seated left to right) UAW Local 1027 President James Griffin, Teamster Local 916 President Guy T. Long and UAW Local 1585 President Fred Graves. Standing (left to right) are UAW 1027 Vice President Robert D. Whitmore, Teamster 916 Secretary-Treasurer Jerry D. Banning, and UAW Financial Secretary Stanley Patrick.

For College Study

Chicago Warehouse Local Awards 9 Scholarships

Nine cash scholarship awards were given to children of members of Teamster Local 743 in Chicago, Ill., recently, with the top award—the \$1,000 Donald Peters Family Scholarship—going to Peter Saloman, son of Zoltan Saloman employed at Arrow Metal Co.

The Peters family award was established by Donald Peters, Local 743 president, to assist the outstanding applicant for the union's scholarship awards that are made annually.

\$500 Each

The Dr. Martin Luther King, Jr., Memorial grants of \$500 each went to Debra Caywood, daughter of James Caywood employed at the Seeburg Corp., and to Eddie Weaver, Jr., son of Mrs. Ruby Weaver employed at Spiegels, Inc.

Winners of the regular Local 743 scholarships worth \$500 each were: Mary H. Castanuela, daughter of Mrs. Frances Castanuela employed at Spiegels; Lora Lynn Coulson, daughter of Earling J. Coulson employed at Mont-



Debra Caywood (left) and Eddie Weaver, Jr., received Dr. Martin Luther King, Jr., Memorial Scholarships from Local 743.

gomery Ward; Sandra Janice Miller, daughter of Mrs. Sophronia Lee Miller employed at Aldens; Michael J. Pietrzak son of Donald Pietrzak, employed at Bagcraft International; Patricia Doreen Stokes, daughter of Mrs. Shirlene Stokes employed at Montgomery Wards, and Michael A. Rita, son of Josephine Rita employed at Aldens.

Local 743 President Donald Peters presents the \$1,000 Donald Peters Family Scholarship grant to Peter Saloman, one of nine youngsters of members of the local union to receive scholarship awards recently.



Truck Length Bill Studied

The House Subcommittee on Roads is considering recommendations of the U. S. Department of Transportation that legislation to liberalize size and weight limitations on trucks be "drastically re-written" and then delayed in implementation for three years after passage.

Federal Highway Administrator F. C. Turner testified before the Public Works hearings on a proposal endorsed by the trucking industry to raise load limits on single axles from 18,000 to 20,000 lbs., on tandems from 32,000 to 34,000 lbs., and lift the ceiling on overall weight from 73,280 lbs. to 108,500 lbs. Restrictions on width for trucks and buses would go from 8 to 8½ feet and length to 70 feet.

The DOT spokesman voiced immediate objections on behalf of the Administration that maximum limit on length should be fixed at 65 ft., and that companion legislation should be incorporated to insure that truckers "pay a more equitable share" of highway costs, and further, any new law should apply to all federal highways rather than limiting it to the interstate system.

Administrator Turner also expressed objection to a "Grandfather Clause" permitting states to grant special permission for trucking companies to operate 'mammoth' vehicles on public highways. The three year delay in implementing would give DOT Time to promulgated appropriate safety standards.

• Grocery Pact

More than 1,100 Teamsters in the San Francisco East Bay area gained substantial wage increases and improved fringe benefits in a new 3-year agreement negotiated with Safeway and Lucky Stores supermarket chains.

The agreement covers drivers, warehousemen and platform workers from Teamster Local 315 in Martinez, Calif., drivers and platform men from Local 70 and warehousemen from Teamster Local 853 in Oakland, Calif.

A new provision guarantees a company-paid disability plan providing \$100 weekly income for five years if a member is disabled for any cause.

Jamaica Bay

Two NYC Teamsters Cited For Saving Lives at Bridge



Teamster Local 237 members William Belzer and Rufus Malone are shown receiving awards for helping to save two lives in Jamaica Bay. Barry Feinstein, Local 237 president, gave certificates to bridge operator William Belzer (in photo at left) accompanied by his wife, and to his assistant, Rufus Malone, accompanied by his family.

Two members of Teamsters Local 237 in New York City were honored by the local union recently for their alterness in helping to save the lives of two persons this summer.

Barry Feinstein, Local 237 president, gave certificates of meritorious achievement to William Belzer and Rufus Malone, respectively bridge operator and assistant bridge operator for the NYC Department of Public Works.

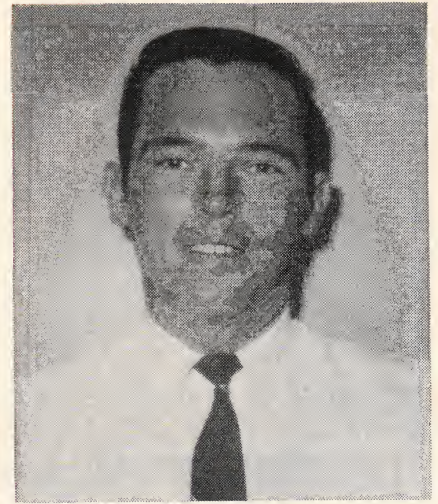
Belzer and Malone were on the spot when a 6-year-old boy plummeted into Jamaica Bay from the North Channel Queen bridge's south approach. The boy was rescued quickly by harbor police after Belzer and Malone rigged emergency equipment to light the spot where the boy had fallen, then alerted a neighboring bridge to permit the police launch to enter the bay and proceed to the accident area.

On another occasion, a young woman fell into the bay from the north approach of the bridge. Again the Teamsters went into action. Even though the woman had floated 300

yards out into the bay, harbor police were able to find her through the direction of Belzer and Malone. The woman was saved.

In bestowing the certificates upon the Local 237 members at ceremonies attended by their families, Feinstein commented: "It is a great pleasure to add our tribute to that of the Public Works Department. We are very proud of Brothers Belzer and Malone."

Young B.A.



Gerald F. Gross, 28 years old, is the youngest business representative ever elected in the history of Teamster Local 653 in Brockton, Mass. A trustee of the local union, Gross is the son of Henry G. Gross, Local 653's secretary-treasurer for the past 25 years.

Utah Victory

Drivers and mechanics employed by A&L Concrete Co., of Salt Lake City voted 10 to 5 for representation by Teamster Local 222 in a recent National Labor Relations Board election, according to Fred Hamilton, secretary-treasurer of Local 222.

Inter City Truck Carrier Tonnage Comparison

American Trucking Association statistics reveal that Class I & II motor carriers of general freight in intercity commerce increased their volume almost a million tons from June, 1968,

to June, 1969. Increases were recorded in all nine regional geographic areas ranging from 2.7 per cent in the Southwest to 19.9 on the Pacific coast.

Region	Carriers Reporting	June 1968 Gross Tons	June 1969 Gross Tons	+ -	Net Change
New England	22	111,179	125,302	+	14,123
Mid Atlantic	53	1,428,019	1,625,785	+	197,766
Central	105	3,016,753	3,268,834	+	252,081
Southern	50	995,162	1,104,531	+	209,369
No. West	20	747,575	884,275	+	136,700
Mid West	29	398,926	444,783	+	45,857
So. West	16	546,955	561,686	+	14,731
Mountain	15	390,868	402,279	+	11,411
Pacific	34	549,799	659,251	+	9,452
TOTAL U.S.	344	8,185,236	9,076,726	+	891,490

Truck Drivers

Truck drivers employed by Any Task, Inc., & Amvit of East Liverpool, Ohio, voted for representation by Teamster Local 92 of Canton, Ohio, in a recent National Labor Relations Board election, according to Ralph Lisk, Local 92 business representative.

Containerization

Once Busy N.Y. Waterfront Now Mask of Little-Used Piers

CONTAINERIZATION is turning New York City's waterfront face, once hustling with the activity of ocean shipping, into a tired mask of little-used piers and a steadily decreasing workforce.

The change, gradual in recent years, is accelerating at an amazing rate today. It has affected the Teamsters Unions as much as any other union connected with freight bound for overseas.

New York City's Trucking Authority, for example, estimates that since 1960 more than 800 trucking firms serving the Manhattan harbor have gone out of business. Some were small, some were large, and they employed anywhere from five to 200 drivers each.

In the same period, the number of longshoremen and clerks working the same docks has dropped from 5,000 to 2,500.

Meanwhile, the Manhattan waterfront, once the nation's busiest port, is now—as one observer put it—“disused, dying, and literally decaying into the waves.”

Of 66 piers lining Manhattan's two riverfronts, only 22 now are used for shipping—aside from 11 rail piers—and many are operating below capacity. About 60 per cent of the piers were built before World War I. Twenty of them date back to the 19th century. Some 21 piers have been demolished in the last nine years.

As recently as 1959, the Hudson

River docks handled 4 million tons of general cargo. Last year they moved only 1.5 million tons—7.5 per cent of the port total.

The East River facilities handled only 600,000 tons last year—3 per cent of the port total.

As a result, nearly every major motor freight line has abandoned Manhattan. “For Rent” signs plaster the storefronts of once-busy warehouses, pallet makers, ship suppliers, clothiers and restaurants in the pier area.

Scholarship Awards



Two youngsters are shown receiving \$500 Milk Drivers Local 753 Scholarship Awards from officers of the Chicago-based local union (left to right): Ed Horan, Tony Christiano, John Ahern, Shelley Beth Fredman, Robert Turner, Lawrence Gorman, and John Wolinski. Local 753 has awarded such scholarships to sons and daughters of the union's members for the past 25 years.

Containerization is responsible for this vast change.

A ship that once required 12 days to load or unload its break-bulk cargo of 6,000 tons, for instance, can now be filled or emptied with containerized freight in a 24-hour period.

The standard-size containers are lifted off trailers by shipboard cranes on out-going cargo. The same containers, with incoming cargo, are lowered to tractor-trailers waiting patiently on the dock.

It is precisely because of this method of loading that containerized cargos are not being handled in Manhattan but rather in other parts of the port where there has been room for expansion.

Port Elizabeth and Port Newark in New Jersey were quick to see the shape of things to come and converted tide marshes along Newark Bay into four miles of container wharves where ocean-going freights can dock alongside the land to gulp or disgorge the containers for waiting fleets of tractor-trailers.

Other Sites

The Elizabeth and Newark ports handled 35 per cent of the general cargo in the New York area last year. They are expected to hike this percentage to more than half by 1975 as the ports continue to expand their facilities.

While waterfront hirings declined 20 per cent in Manhattan last year, they jumped more than 16 per cent in Port Elizabeth and Port Newark.

The end is not in sight yet. Other container facilities are springing up at Jersey City and Weehawken in New Jersey, and now there are plans for Brooklyn and Staten Island in New York.

Drastic Change

By 1975, fully half of the ocean-going foreign freight is expected to be containerized.

This drastic change in the distribution system understandably has altered the pattern of the workforce in the New York port area. There are those who hope that Manhattan can make a comeback through a vertical container-loading system.

In the interim, however, Teamster and other international local unions find themselves having to bend and move with the direction of the traffic to fit the needs of shippers and the motor freight industry.

NYC Local 816

Teamster Retirees Flock To Shea Stadium Outing



The sign aptly expresses the feelings of some 300 retirees who flocked into Shea Stadium in New York City recently at the invitation of Teamster Local 816. Dinner, refreshments and a Met-Dodger game entertained the oldsters.

When Teamster Local 816 of New York City put out the call that the local union was sponsoring a mass reunion for retired brothers, they came from all corners of the United States to participate in the event held at Shea stadium where the Mets and the Dodgers happened to be crossing bats that day.

Altogether, some 300 "grand old retirees"—as Lester S. Connell, sec-

retary-treasurer of the local union, put it—were met at a stadium gate by the entire executive board of Local 816.

The retirees were immediately treated to a big dinner and then took their reserved seats to watch the diamond doings.

Connell said the day was such a success that Local 816 is now considering a Retirees Club.

Retiree Honored

Mary Makatura, a member of Teamster Local 377 in Youngstown, Ohio, retired recently after 23 years on the job at A&P Tea Co. Miss Makatura is shown at a retirement party in her honor with Joseph Sammartino and Dan Brott, business representative and president respectively of Local 377.



Mohn Declares

Labor Fails to Keep Pace With Social Revolution

Today's social revolution is world wide and organized labor has failed in its role as a movement for social progress, IBT Vice President Einar O. Mohn asserted at a meeting of the largest Rotary club in the nation, Los Angeles Club No. 5.

Anyone doubting the existence of such a revolution should talk to teenagers, policemen, teachers or their clergy, said the Director of the Western Conference of Teamsters who added that labor should be vitally concerned because it is a target and subject to attack as part of the establishment.

He termed the Vietnam war the symbol that has united revolutionaries who he described as being the young, the disadvantaged and those who have not shared in today's affluence. Regardless of the reason for the revolution, Mohn said the more pressing problem is the reaction to it, especially the demand for law and order.

Law and Order

"If the law and order issue is used as a means to fight constructive change and social revolution or to destroy those calling for it, we are in serious trouble and we have not solved the problem," he stated. "I am for law and order. But I question whether the answer to parades, and peaceful demonstrations, both on and off campuses, and other forms of protests lies in the use of guns, bayonets and gas."

Taking organized labor to task for tolerating discriminatory practices that have kept minority groups out of the mainstream of life, Mohn acknowledged that improvements are taking place but added that they are neither adequate to the need or sufficiently rapid. Most members of organized labor have, through collective bargaining gains, advanced into the middle class ranks and this has dulled their social conscience, he asserted adding:

"While it has developed excellent techniques for winning demands in collective bargaining organized labor has done little or nothing to help the social movement for change. The labor movement now must lead in a mean-



IBT Vice President Einar O. Mohn, director of the Western Conference of Teamsters, receives a miniature replica of the Rotary Club's bell recently after addressing the Los Angeles Rotary on the subject, "Labor's Role in the Social Revolution." Knox Bourne (right), past president of Rotary, made the presentation.

ingful way to fight for peace, civil rights, to see that adequate assistance is given to the poor and the disadvantaged, that work opportunities and training are provided for all, and that low-cost housing is made available for those in need. The labor movement must become, in truth, an instrument for achieving social justice and not just an efficient organization for collective bargaining."

The Teamster official called for use of labor's political prowess and its organization in developing and building programs that involve the entire community in their government at every level.

He termed the judiciary's veto power one of the most powerful factors in the nation's direction. "Laws become meaningless when the courts keep changing their intent and purpose," he said.

Votes are the key to political power, he explained, and political action is vital to change and progress.

• B. A. Retires

Glen Wilkerson, a business representative of Teamster Local 890 in Salinas, Calif., retired recently after more than 20 years on the job.

Wage-Price Controls Advocated

A construction industry leader said recently he would rather see government wage-price controls than President Nixon's slashing of new federal construction contracts.

Carl M. Halvorson, president of the 9,000-member Associated General Contractors of America, asserted that construction cutbacks totaling nearly \$2 billion in the next 10 months reflected the Administration's "giving in" to labor union pressures.

"If there are going to be massive cutbacks in construction," said Halvorson, "as far as this industry is concerned, I think wage-price controls would be preferable."

Halvorson denounced trade unions for what he called "outrageous" wage demands. He demanded congressional action to change labor laws.

C. J. Haggerty, president of the AFL-CIO Construction & Building Trades Department, issued a rejoinder in which he said that Halvorson—"signally unsuccessful in his innumerable attempts to turn the construction industry anti-union"—wants Congress to undertake the job for him.

• Driver Retires

John Chalfant, a member of Teamster Local 453 in Cumberland, Md., retired recently to end a 42-year career of driving Employed by Eastern Express, Inc., Chalfant accumulated 867,808 accident-free miles and holds an 18-year company safe-driving award.

Vice President Of J.C. 40 Dies in Wheeling

H. Cletus Tuttle, vice president of Teamster Joint Council 40 in Pittsburgh, Pa., died recently in a Wheeling, W. Va., hospital following a brief illness.

Tuttle, secretary-treasurer of Teamster Local 697 in Wheeling since 1957, was 55 years old.

He first joined the Teamsters in 1937 and became a business agent of Local 697 in 1955.

Besides his local union and joint council duties, Tuttle also was a trustee of the Teamsters Health and Welfare Fund and was active in Wheeling service clubs.

DRIVE REPORT

Congress Faces Backlog of Legislative Proposals

DRIVE Goes to Dedication



Mrs. Josephine Hoffa, president of DRIVE Ladies Auxiliaries and wife of General President Hoffa, represented DRIVE at the Labor Day dedication of Local 299's recreation center. She is shown at dedication with General Vice President Frank E. Fitzsimmons and Isaac Litwak and Art King, Laundry Drivers Local 285.

Many Issues Important To Teamsters

Congressmen returning to Washington, D.C., following the Labor Day holiday ran into log-jams of legislative proposals, many of considerable importance to Teamsters.

Major legislative proposals of the Nixon administration, important to the working man, are being weighed in committees, debated on the floor, and measured on the scales of public opinion.

Electoral Reform: The House of Representatives, responding to the overwhelming majority of public opinion reflected in voter concern, has passed and sent to the Senate, a bill to permit direct election of the President and Vice President by majority vote. Passage of the measure would eliminate the intervention of the traditional Electoral College.

The proposed constitutional amendment would, if it clears the Senate, be referred to the states where it would be subject to ratification by each of the 50 states. Only after approval by two-thirds of the states would it become law of the land. Hopefully, the required 34 state endorsements would be forthcoming in time for voters to exercise their new right on Election Day, 1972.

Tax Reform: Senate hearings are still in progress on the House passed version of the Administration plan for closing off some major loopholes and favoritism clauses in the income tax laws. Lobbyists for special interest groups are as thick as thieves, awaiting their turn to pull every possible string to weaken the bill before it becomes law. Even as passed by the House, the average working man still would be paying the lion's share of

Poor Buyer

Consumer Spokeswoman Asks for Fair Shake of Dice for Public

The Administration advisor on Consumer Affairs, Virginia H. Knauer, has challenged business to give the public a fair shake of the dice.

Calling for a consumer Bill of Rights to guarantee "honesty, as well as legality, in the market place," Mrs. Knauer warned the U.S. Chamber of Commerce that "either business acts voluntarily to meet the legitimate requests of the consumer, or Congress will require the federal government to do the acting."

Computer written letters, she said, are no substitute for personal attention to customers complaints; nor is there

justification for treating customers unfairly, even though the acts are within the letter of the law. "There is a vast gulf between legality and honesty," she concluded.

Perhaps the Presidential consumer concern was born after comparing notes with the Labor Department, whose skeleton force of investigators in 1969 turned up 477,000 instances of workers being cheated by employers to the tune of \$89 million by underpayment of wages. Only a bit over a third of this amount has been recovered for the employees, according to Secretary of Labor George P. Shultz.

taxes, while the rich would continue to enjoy \$50 billion worth of loopholes, capital gains exceptions and special concessions.

The only hope for a fair and equitable tax rate for the already overburdened wage earner is in the hands of the Senate Finance Committee; and the only hope of out-lobbying the lobbyists for the special interest factions is a public crusade from voters to convince their Senators that the people back home are more important than the big noises of big business.

You can do your part toward protecting your pocketbook by writing three letters; one to each of your Senators, and one to:

Honorable Russell B. Long
Chairman, Senate Finance Comm.
Suite 2227, Senate Office Bldg.,
Washington, D. C. 20510

Tell them you want an income tax law requiring payment of taxes proportionate with income. Tell them you want an income tax law where every American pays only his fair share of the national tax burden.

Highway Safety: While there has been no reluctance on the part of the governors to clamor for more and bigger hand-outs from the federal treasury to finance pet projects, not one governor has voiced willingness to assume responsibility for his share of the 225,000 rail-highway grade crossing death traps across the country.

For 11 years the accident rate at grade crossings has increased each year. This year there will be more than 13,000 train-vehicle accidents at grade crossings and another 25,000 vehicle accidents not involving a train. All the while, this major threat to highway safety grows, yet there are 180,000 crossings in the U.S. with no mechanical protective devices whatever.

Since 11 years have proved the need for action, and since every one of these accidents could have been prevented, perhaps it's time for the federal government to do something constructive for grade crossing safety. If you agree, sit down and express your opinion in a letter to the President's Secretary of Transportation:

Honorable John A. Volpe
Secretary of Transportation
800 Independence Ave., S. W.
Washington, D.C. 20590

Public Welfare: At the same time Secretary of Labor George P. Shultz was calling on the nation for "just consideration for the workers of the land," President Nixon was sending to Congress an omnibus proposal for reforms in the public welfare system. Among the reforms is an increase of 10 per cent in Social Security benefits, which now range from \$55 to \$160.50 per month, with an average payment of \$99.69. (The Johnson administration had previously urged passage of a 13 per cent boost in benefits).

The Aid for Dependent Children reforms Nixon sponsored would provide a minimum basic income of \$1600 per year for a family of four, or roughly \$30 per week. Provided the family of four had some income from work, its annual wages could reach a maximum of \$3,920—about \$325 per month—and still be eligible for benefits under the plan.

Job Safety

Among the primary legislative needs emphasized by Labor Secretary Shultz were: job safety and health standards; strengthening the unemployment security compensation; encouragement for collective bargaining and extension to include farm workers; training and work incentives, and elimination of discrimination in employment.

The proposals of the President to Congress for training the untrained and for encouraging employers to absorb the unskilled, however well intentioned as a plan for reducing the welfare rolls, falls far short of its mark. The Administration would divert federal funds to the states to finance local programs and projects to encourage training and practical experience. However, there would be no real innovation other than new titles for hard-core unemployables.

Wage Levels

Notably missing from Nixon's projections is any mention or effort to raise the basic standard of living of the 77 million deprived and poverty stricken through a realistic increase in minimum wage standards. Regardless of the number of families shifted from one poverty level to another poverty level, the fact remains a family must have a minimum wage level high enough to exist, if it is to escape the welfare rolls.

Shultz Urges Hiring of Handicapped

Labor Secretary George P. Shultz, seeking new avenues for employment opportunity has called on the labor movement to "keep urging the full use of qualified handicapped workers" in all possible areas of the labor force.

"If labor in the United States is to remain a strong and vigorous component of society, it must take full advantage of available human resources. The day is long past when we could afford wasted manpower assets," Shultz continued.

Citing the "strong partnership" of public and private interests, management and labor, the Secretary recalled the gratifying record of activities of the past year, which provided 325 thousand jobs for physically handicapped employables.

"However," he said, "we must make even greater strides together to eliminate the barriers, both real and imaginary, to a total employment program for the 16 million capable though physically handicapped Americans of working age. This is the real test of our ingenuity."

This year, the 25th year since its conception following World War II, National Employ the Physically Handicapped Week will be observed from October 5 to 11. Since the beginning of the program, the labor force has absorbed more than 7 million disabled persons into its ranks. They have established an enviable record of performance, reliability, loyalty, diligence and conscientiousness found in very few.

Unsolicited Credit Cards Menace People

Rep. Joseph E. Karth (D-Minn.) told a Federal Trade Commission hearing recently that unsolicited credit cards have become a menace to millions of Americans.

The congressman, who has introduced a bill to curb the mailing of unsolicited credit cards, said he had asked the Post Office Department for help in this area two years ago, but that the department had refused in spite of the fact that 1,200,000 million credit cards are lost each year and another 300,000 stolen.

Educator Predicts Militants are Marking Time

Despite repeated notes of optimism in the public press on behalf of the Administration's spokesmen for law and order that agitators of revolution on the campus, in the business community and the inner city have called a halt to violence, nothing could be farther from the truth, according to a special report prepared by the Lemberg Center for the Study of Violence at Brandeis University.

"Right now, I would describe the situation as 'a holding operation,'" wrote Dr. John P. Spiegel, director of the center. "Nixon has been moving

so slowly that both black and white people still have a 'wait and see' attitude."

"It is not clear," Dr. Spiegel noted, "whether he is going to take action that will relieve the problem of the cities; whether he is going to take no action; or take action that will make matters worse. At some point, this wait-and-see attitude will come to an end, and if there has been really no improvement, then things may begin to get worse."

On the heels of the report, the Nixon administration has begun to

grind out policies labelled 'The New Federalism,' all deeply in conflict with the aims of the under-30 generation. First came the proposed new structure of public welfare, totally ignoring the need for enforced living wages for poverty-stricken Americans at the lowest income levels.

Modification plans for withholding of federal funds as a deterrent to protest and dissention, was followed by a highly-touted tax reform device which has been of little or no significant appeal to either single or married students or young people.

PROPOSED OCCUPATIONAL SAFETY AND HEALTH LEGISLATION

International Brotherhood of Teamsters has expressed to the Chairman of the Senate Labor Subcommittee, endorsement of the bill S. 2193 to arm the Department of Labor with authority to voice cease and desist orders to employers, in instances of non-conformity with national consensus standards for health and safety of workers.

IBT disavowed the merit of another bill, S. 2788, the Nixon administration measure, which would create another presidential board of political appointees to oversee health and safety concerns for certain groups of employees and enforce its rules by

taking cases directly to a federal district court for trial.

The Teamster position cited the advantage of having the Labor Department Secretary, whose agency is best equipped to cope with the problems of the worker, issue remedial cease and desist orders for on-the-spot handling of health and safety hazards in working conditions. "Specialists, under the Secretary of Labor, could reasonably be expected to attain an expertise and develop an unified and consistent doctrine which could not be expected of 100 district court judges, the 11 courts of appeal and the 9 member supreme court who are interpreters of the law, and who, as such

in any case, would finally have appellate jurisdiction over rulings and statutory interpretations by the Labor Department specialists."

Of the two proposals, Teamsters viewed S. 2193 as a desirable method of promoting and safeguarding healthful and safe environmental conditions for workers, and if placed in the hands of the Secretary of Labor for enforcement would pose none of the obvious disadvantages of a new executive branch independent agency, since the NLRB and the Office of Federal Contract Compliance, both of whom exercise cease and desist powers, are a part of the Department of Labor.

Labor sponsored Bill S. 2193

Authorizes the Secretary of Labor to establish appropriate standards for safe and healthful working conditions, acting on advice of committee selected to equally represent views of workers, employees, state agencies, technical and professional specialists.

Provides for enforcement through the issuance of Cease and Desist orders effective immediately. Requires action to immediately commence elimination of undesirable or unsafe condition. Gives recourse to Courts.

Protects worker interests, requires all employers to conform to reasonable national consensus standards to protect employee health and safety.

Provides mandatory performance by employer during litigation delays in court appeals to protect worker from exposure to work condition or equipment involved.

Cost: Not to exceed \$20 million for the balance of this fiscal year and not to exceed \$50 million in future years.

Administration substitute S. 2788

Creates a Presidential Safety and Health Board of five presidential political appointees of whom three should have a background in health and safety. No provision for representation of either worker or management, except through advisory representation.

Provides for enforcement by injunction or other order on the part of a Federal District Court. No provision for immediate relief or method of timely hearing or accelerated court calendar. No time limit on remedial or corrective action. No cease and desist order on the spot.

Protects employer interests, permits delays in corrective action, restricts coverage on farm employees, gives employer built-in defense by simply arguing the merit of the standard set by the Safety and Health Board. Restricts civil liability of employer and pays for his court costs if he wins an appeal in the courts.

Permits employer to continue to operate the unsafe equipment or condition throughout the time an appeal is pending in the courts.

Cost: A blank check for "such sums as may be necessary."



SPOTLIGHT ON *Legislation and Politics*



- Study Panel Split

The panel of Democrats studying reform of the Democratic National Convention have reached the point where they are split down the middle on how best to transform the convention into a body accurately representing all candidates' viewpoints and ethnic groups.

- GOP in the South

A recent poll revealed that President Nixon is revitalizing the Republican Party in the so-called deep South. Southerners favored Nixon's presidential performance to date by a higher percentage than in any other section of the country.

- Postal Plan

The House Post Office Committee turned thumbs down on the Administration's postal corporation proposal. Instead, it accepted an alternate reform plan by Rep. Thaddeus Dulski (D-N.Y.). Dulski's plan keeps the department intact but gives it more business-like control over its operations.

- Scott and Griffin

Sen. Hugh Scott of Pennsylvania is the new Republican minority leader succeeding the late Everett Dirksen of Illinois. Named as Republican whip was an old foe of organized labor, Sen. Robert Griffin of Michigan.

- Contract Cutback

President Nixon ordered an immediate 75 per cent cutback in new contracts for federal construction. The move was described by the Administration as part of the attack on inflation and rising costs. Nixon urged state and local governments to take similar steps.

- Shirley Temple at UN

When child star Shirley Temple tippy-toed across movie screens in the early 1930's, no one would have predicted what happened to her recently. Now Mrs. Black, she was named by President Nixon as one of the five United States representatives to the 24th session of the United Nations general assembly.

- Echo of the Past

Rep. William Clay (D-Mo.) reminded his House colleagues recently: "Do you realize that in 1949 the men of Congress pledged to build 810,000 public housing units over the ensuing 6-year period? Let me point out that 20 years have passed since they set that goal and still we have not met it."

- Nixon Plan Attacked

Sen. George S. McGovern (D-S.D.), testifying at his own Senate hearing on the nutrition of America's elderly poor, criticized President Nixon's welfare proposals as a program that would "make matters worse" for Americans who are both old and poor.

- Tax Reform Outlook

Capitol Hill observers predict a long floor fight in the Senate when the tax reform measure finally moves out. Also, a lengthy Senate-House conference on the bill is probable. The session may well continue past Christmas.

- Inflation Worry

Continuing inflation worries Administration officials at top level. Some still want wage and price controls, others oppose them. If present policy fails to obtain any anti-inflation results by early 1970, insiders expect some changes to be made in this area.

- IRS Probes Powell

The Internal Revenue Service has begun a probe of Rep. Adam Clayton Powell's finances. Meanwhile, Powell's lawyers continue seeking recovery of \$55,000 in back salary claimed due for the time the Harlem Democrat was excluded from the House.

● World Labor Costs

The rise of manufacturers' unit labor costs in the United States last year was smaller than in Canada and sharply under increases in France and the United Kingdom, according to a 9-country study by the Bureau of Labor Statistics.

A 1.3 per cent advance in the U.S. was a marked slowdown from labor cost gains in recent previous years. A similar pattern prevailed for Canada.

Unit labor cost indexes moved up in 4 countries and declined in the others with the exception of Japan which showed no change.

● Truth-in-Packaging

Regulations governing the Truth-in-Packaging law, as put together by the Federal Trade Commission, now are in effect.

The FTC rules cover soap, detergent, paper goods, cleaners and thousands of other household items that in the past have been variously labeled as "giant," "king-sized," or "jumbo" and spelling confusion for the housewife.

Specifically, the rules provide that labels on consumer commodities must clearly and accurately define the contents of each package and feature an accurate net quantity statement.

● Oil Bonanza

Oil companies got one of their best deals in history recently when they paid less than \$1 billion for what experts conservatively estimate as 10 billion barrels of oil on the Alaska north slope.

Altogether, more than 1,000 bids were made at bidding conducted by the State of Alaska on leases for 179 tracts of land. Total acreage amounted to 450,858.

One of the highest bids for a tract was \$72 million which amounted to more than \$28,000 an acre.

● Record Harvest

When figures for the 1969 harvest season are all in, according to the Agriculture Department, American farmers will have harvested a record volume of crops.

The department said 1969 crop totals will come to 20 per cent above the 1957-59 average, topping last year's mark of 19 per cent above the decade-old average.

Corn production this year will total more than 4.3 billion bushels; wheat more than 1.4 billion bushels, and soybeans over 1 billion bushels.

● Laser Snooper

Latest weapon added to the arsenal of professional snoopers is something called the "laser beam bug."

This highly sophisticated device consists of an undetectable beam of light energy aimed at the window of a room where people are talking. The vibration of the voices causes the window to vibrate slightly.

The window movement modulates the laser beam reflection. The return time of the reflected beam varies in step with the window vibration.

In effect, the window becomes a microphone diaphragm connected to the tape recorder of the snooper through the laser beam.

● Wage Cheaters

The Labor Department managed to collect only \$31.7 million in fiscal 1969 of the \$89 million it found employers had unlawfully underpaid their workers.

Altogether, there were 477,000 workers who failed to receive monies due them for labor. Collections were made on about 275,000 workers.

Although 50 per cent more business places were made subject to the law in 1966, Congress has failed to appropriate funds to hire additional staff investigators for the Wage-Hour and Public Contractors divisions.

● Building Fund

Urban Secretary George Romney says the nation's housing situation is critical and that the annual rate of housing starts may fall below the 1-million mark this year.

Meanwhile, the National Assn., of Home Builders summoned its 50,000 members to an emergency meeting to dramatize their plight which they call the "worst crisis of this generation" in the housing industry.

Reason for the building bind: Rising cost-of-living coupled with skyrocketing interest rates and closing costs are discouraging potential home buyers from signing on the dotted line.

● Negotiated Gains

Negotiated wage increases so far in 1969 show a median increase of 22.3 cents an hour, up 3.9 cents from the same period a year ago, according to The Bureau of National Affairs, Inc.

Manufacturing settlements show a median jump of 19.8 cents an hour, a rise of 4.5 cents over the same period in 1968. Non-manufacturing settlements increased 24.9 cents an hour, up only three-tenths of one per cent.

The survey was based upon a study of 2,640 agreements negotiated during the first 38 weeks of the year.

● Cost of Living

The increase in the Consumer Price Index was smaller during August than in July and the Nixon Administration immediately claimed that it was evidence that anti-inflation policies are succeeding.

August CPI increased four-tenths of 1 per cent over July and was 5.6 per cent above the same month in 1968. The August advance was at 4.8 per cent annual rate, down from July's 6 per cent rate.

Continued increases in foods and services, the Labor Department said, were the reasons for the CPI gains in August.

● Mother Barge

Tank model tests are being given to a new type of catamaran "mother ship" that would open its bow and take in a load of 10 barges that would then become attached to the ship for a sea-going trip.

Once inside the 1,160-foot-long "mother ship," the barges—each 90 by 200 feet—would ride free as the huge catamaran, powered by twin 30,000-horsepower gas turbines, moved across the ocean.

● Emergency Aid

An increasing number of small cities use a new aid for emergency vehicles which enables fire engines and ambulances to switch traffic lights in their favor as they approach.

Developed in Minnesota, the system consists of transmitters mounted on vehicles which activate controls attached to traffic lights.

Larger cities, however, have yet to install the system because of the prohibitive cost.

● Regulatory Agencies

The *Wall Street Journal* reports that President Nixon is fulfilling one of his campaign pledges to maintain a hands-off business policy regarding regulatory agencies.

"As appointees of his Democratic predecessors resign or their terms expire," said the *Journal*, "Mr. Nixon is filling the 'independent' regulatory agencies with men (and one woman) who are generally regarded as friendly to private enterprise and averse to stiff government regulation. Reaction in the business world is a discreetly voiced approval."

● Rehabilitated Workers

A record total of 241,390 disabled men, women and youths were rehabilitated to gainful occupations during the fiscal year ended last June 30th through the state-federal program of vocational rehabilitation.

Federal records show the number to be an increase of 16 per cent over the previous year's total of 207,918 rehabilitated workers.

The vocational rehabilitation program, which will observe its 50th anniversary next June, has thus far rehabilitated more than 2,300,000 physically and mentally handicapped people.

● Taxes Leap Up

Americans paid an average of \$338 in taxes to state and local governments during fiscal 1968, an increase of \$29 from the previous year, according to Commerce Clearing House.

Per capita state-local tax burdens increased in every state except Indiana. The low was \$200 in Arkansas. The high was \$503 in New York.

● School Enrollment

Enrollment in schools and colleges in the United States increased this year for the 25th straight year to an all-time record high.

The U.S. Office of Education says total enrollment this fall was 58.6 million students, an increase of 1.2 per cent over last fall's enrollment of 57.9 million youngsters.

Largest increases were experienced at the college level while elementary school levels showed the smallest gains.

● Work Stoppages

While work stoppages increased during the month of July, strike idleness was still below the 1968 level, according to the Bureau of Labor Statistics.

Approximately 500 stoppages involving 220,000 workers got under way in July. Counting stoppages carried over from June, idleness in July amounted to 3,420,000 work days.

Strike idleness in the first 7 months of 1969 accounted for 0.20 per cent of working time compared with a mark of 0.33 per cent in the same period last year.

● 3-Day Work Week

A widely-known business consultant, Dr. Millard C. Faught, proposed recently that the 3-day work week be established in American industry and business.

He recommended that people work three consecutive 10-hour days. Meanwhile, business and industry would go on a 6-day 60-hour week.

Such a plan, said Faught, would expand the leisure time of American workers, cut unemployment and reduce urban congestion.

● Presidential Assistants

Every occupant of the White House has administrative assistants and the record shows that Richard Nixon has the highest total of recent Administrations.

President Nixon has 27 administrative aides. President Johnson had 22 such assistants and President Kennedy had 16. Seventeen of the Nixon aides make \$42,500 each a year.

WHAT'S NEW?

Impact Cushions

By 1972, all new passenger cars will be equipped with impact cushions made mandatory by Department of Transportation regulations according to Secretary of Transportation John Volpe. The same regulations are expected to apply to the truck and bus industries soon after the deadline date for passenger autos.

The system is expected to involve three phases in the introductory stages. The first step will involve a version to protect the two front seat passengers; second, an additional bag will be placed in the auto on the drivers side; and finally, a rear seat unit will be introduced.

One of the contractors chosen to develop the prototype for this system plans to use a urethane-coated bag, which will only be utilized for one impact because the sides are designed to blow out to absorb the forward energy of the passengers over the greatest possible distance.

The system is designed to work in the following manner. At impacts of 15 mph or greater, the cushions will inflate in front of the passengers in 4/100th of a second. As the energy of the impact is expended from the initial point (e.g. the front end of the vehicle toward the passenger compartment) the bag inflates and deflates with the force of the passengers. Once the force of the impact is dissipated, the bag is completely deflated and can be easily pushed away to provide the passengers with unimpeded exit from the wreckage.

According to the producer, accidental inflation is virtually impossible on the basis of more than three-million test miles with the activating sensor.

Industry sources claim that the entire system can be installed into any type of vehicle for less than \$100 per unit.

Tandem Parker

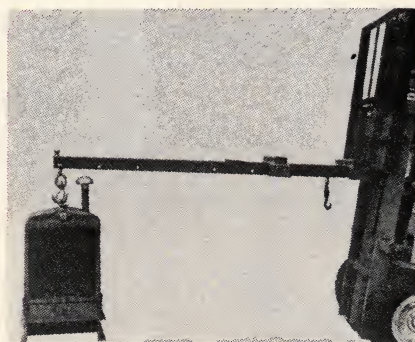


The cost of land and its scarcity in metropolitan areas has spurred the development of many space-saving devices—especially in the field of automobiles. One of the most recent of these, is the idea of tandem parking.

The model shown here is operated by compressed air with a lever and can be operated and controlled by one man. The car is raised and locked in place and another car is parked beneath in less than fifteen seconds according to the manufacturer. The unit is advertised as less expensive than the cost of the same amount of parking space on additional land.

The unit can be installed in one weekend and requires no foundations or footings.

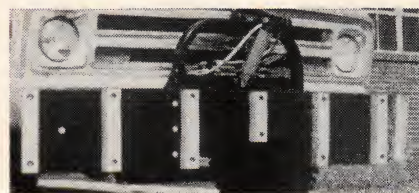
Fork Truck Attachment



A boom attachment for a standard fork lift truck has been developed which converts the lift for use as a powerful mini-crane. According to its producer, the attachment is capable of lifting a 1600 lb. load when the crane arm is extended to its full length of eight feet. If the attachment is telescoped to its minimum length of

less than one foot, it can lift loads of at least 3,000 lbs. The attachment mounts on the forks by means of an open end at the base of the boom.

Push Bumper



A new line of custom-designed, low cost push bumpers for pickup trucks has been introduced by a major producer.

The bumper features a wrap-around, contour surface with high visibility "safety yellow" reinforced, heavy-duty rubber bumpers. Overall height is designed to accommodate all automobile sizes from the largest American car to the smallest import.

Custom-designed mountings are available for two-wheel and four-wheel drive pickups. Custom mounting assures quick installation, smart appearance and permanent, rattle-free life.

The bumpers are ideally suited for use in service stations, garages, industrial plants and institutions where maximum vehicle usage is required according to the manufacturer.

The bumpers feature a cutout section to permit attachment or detachment of a snow plow in a matter of minutes. The cutout also allows complete plow movement—raising, lowering or angling.

WHAT'S NEW endeavors to keep our readers informed of late developments in fields in which they are interested. Since it is the policy of THE INTERNATIONAL TEAMSTER not to advertise any product, trade names and manufacturers are omitted. Interested readers can obtain names of manufacturers by writing THE INTERNATIONAL TEAMSTER, 810 Rhode Island Ave., N. E., Washington, D. C. 20018.

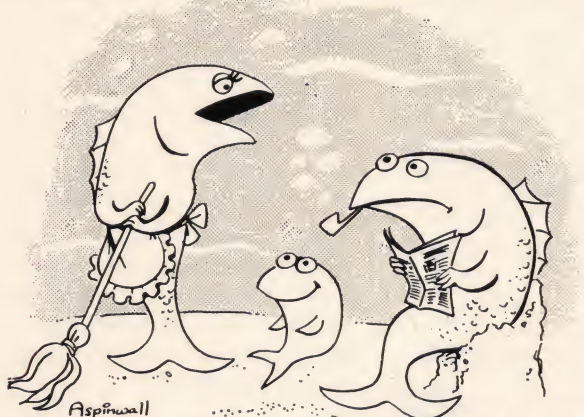
A report on new products and processes on this page in no way constitutes an endorsement or recommendation. All performance claims are based on statements by the manufacturer.



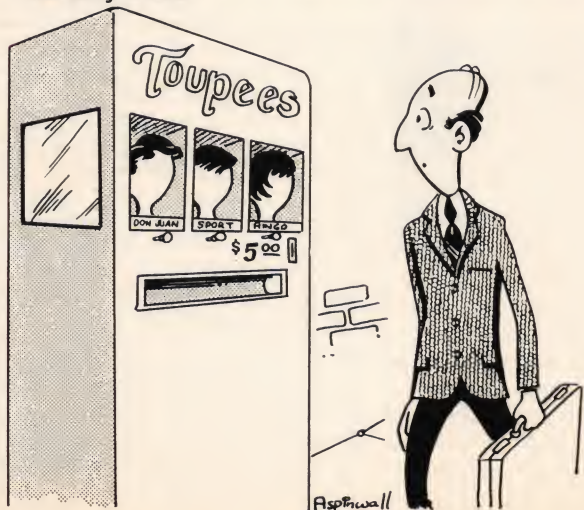
LAUGH LOAD



"All I said was, 'I think you need glasses!'"



"Will you put down that newspaper and check to see if the baby is wet?"



Scotch Plaid?

Customs Officer: "I thought you said this trunk contained nothing but old clothes. What is this whisky doing in it?"

Tourist: "That's my night-cap."

Dish-graceful!

Brides should try to train their new husbands to eat out of their hands—saves a lot of dish washing.

Tired Youngster

"Just fancy," said the adoring mother, "he's only 17 months old and he's been walking for nearly nine months!"

"Really," said the visitor, wearily, "Don't you think it's about time he sat down?"

Makes a Difference

Teacher: "If your mother gave you a large apple and a small one and told you to divide with your brother, which would you give him?"

Johnnie: "Do you mean my little brother or my big brother?"

Timely Tip

There'd be fewer pedestrian patients, if there were more patient pedestrians.

Definitions

Holiday—The day when dad works twice as hard as he would in the office.

Horse Sense—That degree of intelligence that keeps horses from betting on humans.

Human Nature—That which makes you swear at pedestrians when you are driving and at drivers when you are a pedestrian.

Hat's a Joke?

"How do you define 'black as your hat'?" asked the professor.

"Darkness that may be felt," replied the young freshman.

Shin and Shame

McGregor: "What's the idea of a mourning band on your left leg, Jock?"

Jock: "Me mither has passed away."

McGregor: "But why on your leg instead of your sleeve?"

Jock: "She was me stepmither."

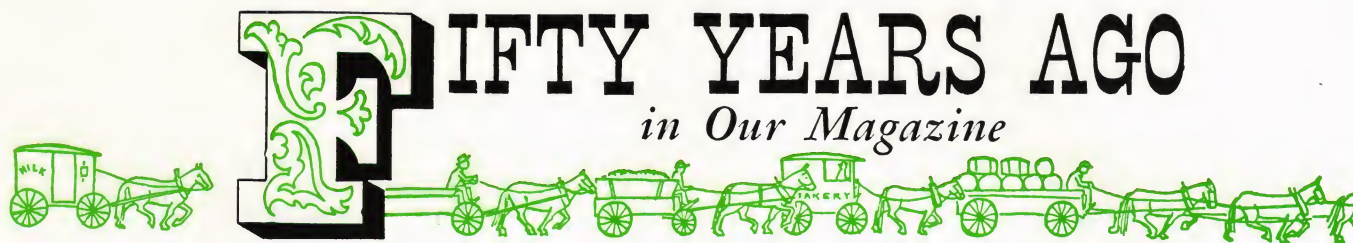
Slight Error

"Well, Doc, was my operation a success?"

"Sorry, old man; I'm Saint Peter."

FIFTY YEARS AGO

in Our Magazine



Vol. XVI

(From the October, 1919, issue of the *TEAMSTER*)

Number 10

Boston Police Dept. Continues Strike

THE Boston policemen's strike is still on, but all of the excitement seems to be dying out. On this question, which has attracted the attention of people throughout the country, I want to say, first, that my sympathy goes out to the policemen in the struggle they are making. I know a great many of them personally, as a number of them were formerly members of our truck driver's local in Boston and held membership in Local No. 25 for years, and there is no man living who can possibly despise a commissioner like Curtis as much as I despise him. He belongs to that old blue blood, autocratic, domineering crowd, such as can be found around the New England district. They can trace their ancestry back to the Mayflower, but take it from one who knows, they are the worst bigots that ever existed against religion and trade unionism and although they trace their ancestry to the Puritans who came over in the Mayflower and landed in Plymouth, they left their own country because they were refused the right of freedom to express their religious beliefs as they saw fit, and afterwards deny the right to others.

To many of our members throughout the country who have heard much about this case it may be interesting for them to know that a peculiar situation surrounds the administration of the police department in the city of Boston. Normally Massachusetts is overwhelmingly a Republican State and the city of Boston is overwhelmingly Democratic. The commissioner of police, who controls the entire police force, is appointed by a Republican Governor, while his salary and expenses are paid by the Democratic city of Boston, and neither the mayor nor the council that governs the city have anything to do with the police force, except to pay the salaries of the men. Such a

condition does not exist in any other city in the country, nor in any other city in the world that we know of.

This will give you some idea of the strange situation surrounding the government of the police force in Boston. I want to say also to our membership that it is cruel and a crime that at this particularly disturbed period not only in this country, but throughout the whole world, that an autocrat like Curtis should have the power to discharge men because they became members of a certain party or organization.

Record Membership Reached During Month of August

WE received per capita tax on 115,000 members in the month of August. This is beyond the dream of the most optimistic member of our organization a few years ago. Of course, we may drop down again in a month or two, but we are gradually gaining. It is not an unhealthy growth—it is not a mushroom growth, such as a great many organizations experienced during the war. The same organizations are now losing membership, while we are gaining. The day is not far distant when every man working at our trade will be holding membership in our union.

We make no false promises when we encourage men to become members. We do not

promise to be able to tip the world over in a day. We show them what we have done and explain to them what it is possible for us to do in the future, and we leave it to the men themselves to decide whether their place is on the inside or outside of our organization.

You do likewise with every non-union man you meet. If you will do so, in the near future, or before the next convention, we will have one of the most splendid organizations of labor in the American labor movement—an organization composed of men with common sense; temperate in their ideas; who believe in America first, and whose efforts are devoted to improving their own conditions and that of their families.

Locals Display Solidarity In Three Major Strikes

The Laundry Drivers of New York, about two thousand in number, are on strike. They are making a gallant fight. Less than five hundred were in the union when the strike took place.

The Philadelphia Truck Drivers are on strike with the approval of the International Union. We sanctioned the strike at this time because the wages of the truck drivers in

Philadelphia are far below the wages paid men doing the same class of work in other cities.

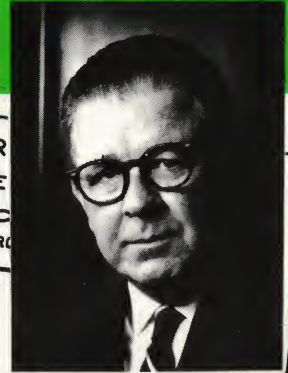
Local No. 807 of New York, the big truck drivers' union, having about five thousand members, is in negotiation with their employers. This local union, if necessary, will receive the endorsement of the International Union to strike because their actions in the past

have been moderate and their officers are men experienced in handling wage scales. The International has absolute confidence in the businesslike methods of the employers and we know the men are not looking for a strike. We also know that the men will listen to reason on the part of their employers and that there will not be a strike unless it cannot be avoided by the local union.

If the Department of Transportation adopts the revised driver regulations — you can

LOSE YOUR JOB

**WILL
YOU BE
QUALIFIED
TO DRIVE
AFTER
DEC. 31
1969?**



INTERNATIONAL BROTHERHOOD
CHAUFFEURS • WAREHOUSE
OF AMERICA
MAIN AND PRINCIPAL OFFICE, 2801 TRUMBULL AVENUE • DETROIT

WASHINGTON OFFICE OF
• FRANK E. FITZSIMMONS •
General Vice President
25 LOUISIANA AVE., N.W.
WASHINGTON, D.C. 20001

September 9, 1969

TO: ALL TEAMSTERS

Dear Sir and Brother:

The Department of Transportation has proposed certain revisions to its ICC regulations dealing with qualifications for drivers in interstate commerce. If these revised regulations are adopted in their present form, it will mean the loss of employment for thousands of drivers.

These regulations can be adopted and become law, not by an act of Congress, but by the mere say so of an administrator. The Secretary of Transportation intends to make the proposed regulations into law before December 31, 1969.

Time is short and the issues at stake are of great importance. We here at the International Brotherhood of Teamsters have for many months worked diligently to protect and preserve the jobs threatened by the regulations proposed by the Department of Transportation, now each of you must help us in our continuing efforts. To do your part contact your Business Agent to find out how the regulations will effect you and then write to the Secretary of Transportation, Honorable John A. Volpe, 800 Independence Avenue, S. W., Washington, D.C. 20590, setting out your opinions and recommendations concerning the proposed regulations. Send a copy of your letter to your Senators and Congressmen.

Fraternally yours,

Frank E. Fitzsimmons
Frank E. Fitzsimmons
General Vice President

WRITE:

Honorable John A. Volpe
Secretary of Transportation
800 Independence Avenue, S.W.
Washington, D.C. 20590

